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THE PROVINCE OF MANITOBA AND NORTH-WEST TERRITORIES—
THEIR EXTENT—SALUBRITY OF THE CLIMATE—FERTILITY
OF THE SOIL—PRODUCTS—REGULATIONS CONCERNING
LANDS—RAILWAYS—PRICES OF CEREALS AND FARM
IMPLEMENTS—SALARIES AND WAGES—TRAVEL-
LING ROUTES BY LAND AND WATER,
ETC., ETC., ETC.

BY

ELIE TASSÉ.

SECOND EDITION

REVISED AND AUGMENTED •

OTTAWA:
LE CANADA PRINT, CORNER SUSSEX AND MURRAY STS.

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THE GREAT CANADIAN WEST.

I.

Several years ago, His Lordship Archbishop Taché wrote in his *Sketch of the North West* as follows:—

“The breadth of this country, from east to west, is, in round numbers, about 1200 miles, and its length from north to south about 1500 miles, containing the immense area of 1,800,000 square miles.

“When we compare this vast region with the small and limited countries which are occupied by some of the most powerful nations of the world, the contrast astonishes us and we naturally consider if this vast, uninhabited region is destined to remain for ever in the natural state in which Providence has allowed it to be up to the present. Isolated in this immense desert, we often listen hoping that some strong and distinct echo may be audible, produced by the bustle and agitation of the world beyond the oceans, by the feverish excitement and daring ambition of the great neighboring republic, or by the creation of the Dominion of Canada.

“Our beautiful and grand rivers, our immense lakes, are they to have no other vessels navigating them than the light bark canoe of the Indian or the heavy-oared craft of the fur-trader?

“The agricultural resources of this country, its mineral wealth, and the treasures of its forests and waters, are they destined to be never known nor appreciated as they merit?”

When His Lordship the Archbishop was pondering on the prospects of this vast and productive country, the future was soon to give him a reply. In fact, Canada had decided during the succeeding year to annex to herself the North-West Territories, of whose inexhaustible resources her statesmen had then caught only a glimpse; and now, that is after twelve years have elapsed, the great Canadian West is everywhere known, and the report of the discovery at last of a world—ignored for so long a time—has been resounded across the ocean. The Mother Country, which had formerly abandoned some of her possessions in this part, of whose value she was then ignorant, to the selfish control of a Company of traders, has at last learned to appreciate them, and the illustrious Disraeli has delivered a speech bearing on this matter, which produced a great sensation.

Our neighbors in the United States, who had no idea, it appears, of the extensive wealth which we possess in this region, are now aroused by the reports which have been published. They have perceived that in relation to their commerce with the foreign markets, they are threatened by a rival power, and hence the principal centres of trade—New York, Chicago, Milwaukee, St. Paul—are seriously concerned about the economical revolution which is taking place.

It is estimated that in the "unlimited solitudes" of the North-West, of which Lord Beaconsfield so enthusiastically spoke, there is contained nearly 200,000,000 acres of land fit for tillage. The cultivation of only a portion of this territory would enable us to compete with the United States in the grain traffic. For example, if we calculate what will be produced from 5,000,000 acres of wheat, allowing 25 bushels on an average to the acre, we can then form some idea of the future of this country in an agricultural point of view.

During the summer of 1879, delegates from different portions of the United Kingdom visited Canada, and all of them who visited Manitoba and the North-West expressed their astonishment at the great resources they found.

When we consider what has been accomplished within the short period since the North-West was received into Confederation, we are puzzled why this isolated region should have for so long a time defied the progress of civilization. We will not take up our time in inquiring into all the causes to which this was due, but it will suffice to touch upon one point only: that it was the interest of the Hudson Bay Company not to awaken the attention of the outside world to this region, nor to remove the numerous prejudices which its very remoteness engendered.

MANITOBA

THE VALLEY OF THE RED RIVER.

II.

The Province of Manitoba, which heretofore was only a narrow strip of land, was considerably enlarged, last year, by an Act of the Federal Parliament. Situated at an almost equal distance between the Atlantic and Pacific oceans, from east to west, and from the Arctic ocean and Gulf of Mexico from north to south, that province occupies about the middle of the continent. Traversed by the Canadian Pacific Railway, Manitoba will also be the centre of inland navigation in British North America. The new limits extend west to the line dividing ranges XXIX and XXX; north, to a line dividing townships 44 and 45, proceeding

south of Deer River directly east, crossing lakes Winnipegosis and Winnipeg to the yet undefined Eastern limits of Ontario.

The Province was definitely annexed to Canada in 1870, and its population, which was then about 12,000 souls, has increased during the last twelve years at an astonishing rate. The population, at the date of the census of 1881, which will be found in another part of this book, was 65,954 souls; the emigration during that same year was 29,000, giving a total of about 95,000. It is estimated that the number of immigrants to that province this year (1882) will be larger than last year, so that the whole population on the 1st January, 1883, will be 150,000 souls or thereabout. Since the year 1876, emigration has especially directed itself thither, and it seems that the Far-West will become a receptacle for the overcrowded populations of other countries.

There are two large rivers which run through the plains of Manitoba, the most important of which is the Red river, being nearly 600 miles in length; it has its source in Minnesota and, after traversing the Province from north to south, discharges into Lake Winnipeg, a portion of which is confined within the colony as well as Lake Manitoba in the western part. (*) This water course is navigable on a stretch of 400 miles, and during the summer season is frequented by many steamers. The water of this river is of a muddy appearance, but contains no noxious properties, and is good to drink when filtered, especially during the winter season. We may here remark that on the prairie, they seldom fail to find water on better wells.

The Assiniboine also is a large river of 800 miles in length; it runs from the west and is the principal tributary of the Red river, with which it mingles its more limpid waters. In many places, the navigation of this river is difficult, but when certain obstructions are removed, the development of this fine country will thereby be rapidly promoted.

Of the less important water courses are the rivers Seine, Rat, Roseau at the east, and Sale, Gratiot and Marais at the west of Red river, of which they all are tributaries.

The Capital of the province—Winnipeg—formerly called Fort Garry, is situated at the confluence of the Red and Assiniboine rivers. It is a bustling and active city, which, in 1874, was only a village, distinguished at the time by the more ambitious title which it bears to-day. It hardly required a period of a few years in order to marvellously grow into a large town with wide streets lined with pretty cottages and handsome shops, which would even be becoming to the Commercial Metropolis of the

(*) Lake Winnipeg is 240 miles long, and its greatest width is 57 miles.

Lakes Manitoba and Winnipegosis are 120 miles in length and 27 in width.

Dominion. A town hall and public market have been erected and proper drainage attended to. Companies have been organized for the establishment of street railways and water and gas works. The Federal Government has also caused to be constructed various public edifices, such as the Post Office, Land Office and Custom House, which contribute greatly towards the appearance of the city. Buildings for the Local Legislature and the residence of the Lieutenant-Governor are now in course of erection, as also a new Court House and Jail, the two latter at the expense of the Local Government. There is a Protestant College for boys, several educational establishments for young ladies, and public schools—all good buildings. It has been stated that Winnipeg, whose population now exceeds 15,000 souls, the majority of whom are English, has increased more quickly than Chicago, the Queen City of the West.

Opposite Winnipeg, on the east side of the Red river, appears the pretty town of St. Boniface, peopled chiefly by French-Canadians.

His Lordship Archbishop Taché, when writing in 1868 on the country, said that the Red River was a country of locomotion without locomotives; to-day the locomotives bear the trains all over the country. Time has made great changes, and that which a traveller predicted some years ago, when speaking of the Saskatchewan, is realised, at least so far as the valley of the Red river is concerned. "Perhaps, he exclaimed, they will hear in "the plains of the Saskatchewan the whistle of the locomotive; "perhaps the hospitable residence of Mr. Christie may become, "one day, a railroad station, and a half-breed of the Red river, in "the uniform of the chief of the station, will hand to the bewildered Indian a railway ticket for going and returning."

St. Boniface, the see of the Archbishop, possesses a beautiful cathedral, a classical college, an educational establishment for young ladies, and a hospital under the direction of the Reverend Sisters of Charity.

This town will in a short time be connected with Winnipeg by two bridges, the first at Point Douglas, already built, and the other in course of construction opposite the Provencher Avenue.

St. Boniface is also destined to become a great city. During the last several years, real estate has much increased in value, and many citizens of Winnipeg have bought lots in that place on which to erect their residences. The municipal organization is composed of a mayor and a Council composed of six members. The old College has been converted into a City hall.

Several English newspapers are published in the Province, three of which are issued daily, in Winnipeg alone.

POLITICAL.

Emigrants, before leaving for their destination, are concerned, not only about the material advantages, but also in the political and other institutions of the country where they propose to settle. In order to meet their reasonable desires in this respect, we shall endeavour to supply certain accurate information relative to the Province of Manitoba; after which, we will interest the reader with particulars of the incomparable richness of its soil and other matters, which by means of labor will enable the settler to gain in time prosperity or a fortune.

The political institutions of Manitoba are nearly similar to those of the other Provinces. They enjoy there responsible Government in its perfection. There are 30 electoral districts which choose a corresponding number of members for the Legislative Assembly. The Executive power consists of a Lieutenant-Governor, a Provincial Secretary and Treasurer, an Attorney General, a Minister of Public Works and Minister of Agriculture—one of whom discharges the duties of President of the Council. The Manitoba Act sanctions the use of the two languages—English and French—in the Legislative Assembly and in the Courts, which latter are presided over by three Judges. Moreover, the Province is represented in the Federal Parliament by four members and two Senators.

RELIGION.

Missionaries of the Gospel have for a long time extended their pastoral visits through the plains and forests of the West, and especially so since the country has been annexed to Canada. It is not then a matter of surprise to find that works associated with religion have been vigorously promoted. Churches have sprung up in all directions as if by magic, and moral progress is keeping pace with material development.

EDUCATION.

The system of education is the same as that in the Province of Quebec, by which, on the one hand, Protestants have absolute control of the education in which they are interested, and, on the other hand, Catholics also enjoy the same rights and privileges. There is a general Council, composed of both Protestants and Catholics, which concerns itself with the general interests of education, but has no power to interfere with the principles of the law, nor to modify the regulations of the Protestant and Catholic particular councils. All the schools being subsidized by the Government, therefore, wherever a settlement springs up sufficiently large to maintain a school, it hastens to establish one, towards which parents have to pay only a light annual tax. Two

superintendents are appointed to watch over the working of this educational system so well organized.

THE POSTAL SYSTEM.

The postal system is very complete throughout the North-West; and Post Offices are now established in every locality of the Province.

THE CLIMATE.

The climate of this Province is most healthy, which is especially due to the dryness of the atmosphere. In the summer the heat is intense, but the nights are always cool and fresh. The cold is excessively sharp during the winter, but not to that degree as to be insupportable. The dryness of the atmosphere exerts such an effect on the temperature that the cold is not felt when it is 30 or 40 degrees below zero, any more than we do in Ontario or Quebec when it is only 15 or 20 degrees below. The reports of the severity of the climate sometimes frighten those at a distance who are strangers to the country, but there are in reality no grounds for any serious fears. People after several years' experience of the climate have not found their health to be impaired, but rather to have improved, especially as no epidemic diseases prevail there. It is true that the small pox at one time spread itself in a settlement of the Icelanders, but the disease had been introduced there by some emigrants, and the ravages of this terrible malady were confined to that portion of the population.

The transition from the season of winter into spring, which begins in April, and from summer into the cold season, which takes place in the month of November, usually is very rapid. The rain is sufficiently frequent; it has been more than usually abundant during the last three or four years, but not to an extent to injure the harvest, which has always been good; owing to the penetrable character of the soil, the water is quickly absorbed.

SNOW AND FROST.

The quantity of snow which falls in Manitoba is not so great as in the Provinces of Quebec and Ontario; it usually does not exceed a foot and a half or two feet. The roads are generally very fine in the winter season. During one of the last winters, it is a strange fact that not sufficient snow fell for sleighing, and that the breaking up of the ice in the Red river took place about the 15th March.

There has been much said about early frosts in Manitoba, but reports in this respect have been greatly exaggerated. During a sojourn of five years in that province, we can truly assert that never, to our knowledge, did the harvest seriously suffer from this cause.

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FERTILITY OF THE SOIL

The soil of the valley of the Red river is a black alluvion, having a vegetable stratum of two feet in depth and deeper than that in certain places. Its fertility is extraordinary. Mr. Mathieu de Dombasle, one of the most scientific agriculturists of his day, said: "By means of manuring, I do not know any bad land; without manuring, I do not know any good." Manitoba is an exception to this rule, for the practice of manuring land has hitherto been scarcely, if not absolutely, unknown. At the last Dominion Exhibition, a sample of land was exhibited from a farm on which had been raised wheat during 50 years consecutively without any manuring. We ourselves saw at Dufferin, in 1874, a magnificent field of stalked wheat, and it was the twenty second year that the land had been planted with grain without any one having ever dreamt of manuring it.

Mr. W. A. Loucks bought in 1875 a farm which had been under cultivation for 70 years and which had already yielded fifty-two harvests of wheat. In the following year he raised on it 26 bushels of wheat to the acre, 51 bushels of oats, 20 bushels of peas, and in the year 1877 he received from it 352 bushels of potatoes from 10 bushels of seed.

The analysis of the soil, made carefully by scientific men, attributes to it most remarkable properties. Mr. Thomas Connolly, correspondent of the London *Times*, in a letter to the *Citizen* of Ottawa, on the 18th November last, wrote as follows: "I assure you that neither in the new or old world have I ever seen a country where the soil was more fertile and the climate more salubrious than in Manitoba and the valley of the Red river. There is no doubt in my opinion that an industrious and energetic man, furnished with a spade and seed, could soon make a home for himself on the prairie and have an excellent farm."

CEREALS—WHEAT.

Wheat is a plant *par excellence* specially adapted to the nourishment of mankind. It is the basis of agricultural wealth, the first and most precious of all the cereal plants. The territory which produces it abundantly cannot fail to have a great influence on the market of the whole world. Now, it is universally allowed that the Canadian North-West country, including Manitoba, is particularly adapted to the cultivation of this cereal. We may here appropriately quote, in relation to this subject, an authority who is the least to be suspected of partiality; it is that of Mr. J. W. Taylor, American Consul at Winnipeg, who addressed the following letter to the *Pioneer Press* of St. Paul, Minn., U. S., shortly after the visit to Manitoba of Mr. Read, M.P., and Mr. Pell, two delegates from England, whose mission to Canada we have already noticed.

THE GREAT WHEAT ZONE.

(Letter by U. S. Consul J. W. Taylor)

To the Editor of the *Pioneer Press*.

A comparative statement of temperature at St. Paul, Winnipeg and Battleford, for the first months of the current year, including April, having been published by me and noticed in the *Pioneer Press*, I assume that your readers will be interested in a similar statement for the year ending July, 1879, to which I have added the monthly observations at Toronto.

These positions are as follows:

	N. Lat.	W. Lon.
Toronto.....	43-39	79-23
St. Paul.....	44-52	93-05
Winnipeg.....	49-50	96-20
Battleford.....	52-30	109-00

It will be convenient to refer to latitudes at Toronto, 44 degrees; St. Paul, 45 degrees; Winnipeg, 50 degrees; Battleford, 53 degrees. The place last named is situated on the Saskatchewan river, and is the capital of the North-West Territory of Canada, as the vast district west of Manitoba (longitude 99 degrees) to the Rocky Mountains is now known geographically and politically. Battleford is the residence of the Canadian Lieutenant-Governor Laird, and has its newspaper, the *Saskatchewan Herald*.

I will further premise that Sergeant Price, of the Canadian Mounted Police at Battleford; Mr. James Stewart, of the Canadian Signal Service at Winnipeg; Sergeant Cone, of the United States Signal Corps at St. Paul, and Mr. G. E. Rainboth, Dominion Civil Engineer, of Quebec, have kindly furnished the materials of the following

TABLE OF MEAN TEMPERATURES.

	Toronto.	St. Paul.	Winnipeg.	Battleford.
August.....	66.38	72.00	67.34	67.79
September.....	58.18	60.06	52.18	47.10
October.....	45.84	46.03	35.84	34.52
November.....	36.06	38.03	30.66	28.66
December.....	25.78	19.03	11.97	6.48
January.....	22.80	16.03	-6.10	0.45
February.....	22.74	15.02	-12.32	-10.25
March.....	28.93	33.01	14.14	16.80
April.....	40.72	50.04	39.10	46.70
May.....	51.74	58.07	53.13	53.35
June.....	61.85	67.09	63.20	60.45
July.....	67.49	73.05	68.19	63.95
Yearly means.....	44.04	45.62	34.76	34.82

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34	67-79
18	47-10
84	34-52
66	28-66
97	6-48
10	0-45
32	—10-25
14	16-80
10	46-70
13	53-35
20	60-45
19	63-95
76	34-82

A statement of mean temperature during the agricultural season from April to August inclusive, exhibits the following proportions:—Toronto, 57 degrees 65 minutes; St. Paul, 65 degrees 5 minutes; Winnipeg, 58 degrees 19 minutes; Battleford, 58 degrees 53 minutes. Thus it will be seen that the climate, in its relation to agriculture, is warmer in Manitoba and over territory seven hundred miles northwest, than in the most central districts of Ontario; while St. Paul, in latitude 45 degrees, is 7 degrees 40 minutes warmer than the vicinity of Toronto in latitude 44 degrees.

I hope soon to be in possession of similar statistics at Fort McMurray on the Athabasca river, and Fort Vermillion on Peace river, respectively 1,000 and 1,200 miles due north-west of Winnipeg, and I have full confidence that the climate at these points will not be materially different from Battleford. The latitude of the Athabasca and Peace river district is less, and the trend of the Pacific winds through the Rocky Mountains is more marked than at Battleford. It was on the banks of the Peace river, well up in latitude 60 degrees, that Sir Alexander Mackenzie records on the 10th of May the grass so well grown that buffalo, attended by their young, were cropping the uplands.

But I find my best illustration that the climate is not materially different west of Lake Athabasca, in latitude 60 degrees, than we experience west of Lake Superior in latitude 46 degrees, in some personal observations of the northwestern extension of wheat cultivation. In 1871, Mr. Archibald, the well known proprietor of the Dundas Mills, in southern Minnesota, visited Manitoba. He remarked that the spring wheat in his vicinity was deteriorating—softening, and he sought a change of seed, to restore its flinty texture. He timed his visit to Winnipeg with the harvest and found the quality of grain he desired, but the yield astonished him. "Look," said he, with a head of wheat in his hand, "we have had an excellent harvest in Minnesota, but I never saw more than two well-formed grains in each group or cluster, forming a row, but here the rule is three grains in each cluster. That's the difference between twenty and thirty bushels per acre." More recently, Prof. Macoun, the botanist of the Canadian Pacific Railway survey, has shown me two heads of wheat, one from Prince Albert, a settlement near the forks of the Saskatchewan, latitude 53 degrees, longitude 106 degrees, and another from Fort Vermillion, on Peace river, latitude 59 degrees, longitude 116 degrees, and from each cluster of the two I separated five well-formed grains, with a corresponding length of the head. Here was the perfection of the wheat plant, attained according to the well known physical law, near the most northern limit of its successful growth.

Permit another illustration on the testimony of Prof. Macoun. When at a Hudson Bay post of the region in question—either

Fort McMurray, in latitude 57 degrees, or Fort Vermillion, in latitude 59 degrees, and about the longitude of Great Salt Lake, an employee of the post invited him to inspect a strange plant in his garden, grown from a few seeds never before seen in that locality. He found cucumber vines planted in April in the open ground, and with fruit ripened on the 20th of August.

I leave to others to question the accuracy of Blodget's statement in his well known Treatise upon the Climatology of North America twenty years ago, viz :—"A line drawn from Thunder Bay, in Lake Superior, north-west to the Mackenzie river, at the 55th, would include an immense district adapted to wheat, with only the local exceptions of mountains and worthless soils." I do not regard Prot. Blodget's estimate as extravagant, and I quite concur in the following confirmatory opinion of the *Pioneer Press*, published in July last, and which I beg leave also to quote :—

"The line of equal mean temperatures, especially for the season of vegetation between March and October, instead of following lines of latitude, bends from the Mississippi valley far to the north, carrying the zone of wheat from Minnesota away to the 60th parallel in the valley of the Peace river, and reproducing the summer heats of New Jersey and southern Pennsylvania in Minnesota and Dakota, and those of northern Pennsylvania and Ohio in the valley of the Saskatchewan. * * * Within the isothermal lines that inclose the zone west and north-west of Minnesota, which is being or is soon to be opened to cultivation, lies a vast area of fertile lands from which might easily be cut a dozen new States of the size of New-York."

Will the editor of the *Pioneer Press* pardon me if, partially inspired by such a warm presage, I ventured, at a recent banquet in Winnipeg to Messrs. Read and Pell, to claim for Northwest British America a territory as large as four States of the size of Pennsylvania, which is specially adapted to the production of wheat, and where, consequently, it will take the leading rank, as the great agricultural staple? In this view, I assigned Ohio, Indiana, Illinois, Iowa, and even southern Minnesota to the zone specially adapted to corn, as the more Southern States constitute a cotton zone; and observing the imperative natural restrictions in the Mississippi valley upon the successful production of wheat, I hazarded the statement that three-fourths of the wheat producing belt of North America would be north of the international boundary. This arithmetical division has since been questioned by the *Pioneer Press*.

I will venture to illustrate the climatic influences which control the problem under consideration, by some citations from "Minnesota: Its place among the States, by J. A. Wheelock, Commissioner of Statistics," which, though published in 1860, is all the more an authority for the confirmation of twenty years.

The general law of limitation to the profitable cultivation of wheat is thus luminously stated:—

"The wheat producing district of the United States is confined to about ten degrees of latitude and six degrees of longitude, terminating on the west at the 98th parallel. But the zone of its profitable culture occupies a comparative narrow belt along the cool borders of the district defined for inland positions by the mean temperature of fifty-five degrees on the north and seventy-one degrees on the south, for the two months of July and August. This definition excludes all the country lying south of latitude forty degrees, except Western Virginia, and north of that it excludes the southern districts of Pennsylvania, Ohio, Indiana, Illinois and Iowa, while it includes the northern part of these States, Canada, New York, Western Virginia, Michigan, Wisconsin, Minnesota and the Red river and Saskatchewan valleys. In general terms, it may be stated that the belt of maximum wheat production lies immediately north of the districts where the maximum of Indian corn is attained."

The argument for Northwest British America, as well as for the State of Minnesota, cannot be more accurately epitomized than by the following summary of Commissioner Wheelock:—

"1. That physical and economical causes restrict the limits of wheat culture to the seat of its maximum production, in less than one third of the States of the Union, within a climatic belt having an estimated gross area of only 260,000 square miles, from which nine-tenths of the American supply of bread, and a large and constantly increasing amount of foreign food must be drawn.

"2. That within this zone, the same climatic and other causes tend to concentrate the growth of wheat in the upper belt of the north-western States, always preferring the best wheat districts.

"3. That Minnesota and the country north-west of these wheat districts having the largest areas yield the most certain crops and the best and healthiest grains."

It should not be overlooked that the mission of the Imperial commissioners, Read and Pell, to this continent was to ascertain the probabilities and incidents of the food supply, especially breadstuffs, for the demands of the United Kingdom; and from this stand point the *Winnipeg Free Press* suggests a negative definition of the wheat zone, and proposes to exclude every Province or State whose aggregate product is less than the demand of the resident population. Such a limitation would exclude the New England and Southern States, New York, New Jersey and Pennsylvania—perhaps Michigan; would transfer Ohio, Indiana, Illinois, Iowa and Nebraska to the corn belt; and would leave Wisconsin, Minnesota, and Dakota (certainly north of the 44th parallel) as the area of the United States, east of the Rocky

Mountains, from which there would be a reliable certainty of a surplus above local consumption. Of course, considerable districts of California and Oregon must be included, but it is doubtful whether their product for export will exceed the shipments from the Province of Ontario.

Will the great interior of the continent contribute to our exportations of wheat and its flour? I refer to the territorial organizations of Montana, Idaho, Wyoming, Colorado, Utah and Nevada. Let us take the most favored of all, Montana. Grand as are its resources, I am constrained to believe that only one thirtieth of its surface is within reach of the unavoidable condition of irrigation, and that the mountains with their mineral wealth and the uplands as grazing grounds for cattle and sheep, will be the chief theatres of industrial activity. After careful inquiry in 1868, as United States Commissioner of mining statistics, I committed myself to the following statement: "The area of the territory (Montana) is 146,689 35-100 square miles, equal to 93,881,184 acres—nearly the same as California, three times the area of New York, two and a half that of New England, and yet no greater proportion is claimed by local authorities as susceptible of cultivation than one acre in thirty, or a total of 3,346,400 acres. Of course a far greater surface will afford sustenance to domestic animals. The limit to agriculture, in Colorado and New Mexico, is the possibility of irrigation." In a recent report of the National Geological Commission, I observe that Major J. W. Powell estimates the amount of land in Utah (with 84,476 square miles) that can be redeemed by the utilization of streams, but without the construction of reservoirs, as about 1,250,000 acres. How far east this necessity of irrigation exists, I am not competent to determine. It was formerly fixed at longitude 98 degrees by Prof Henry, of the Smithsonian Institute, but 101 degrees, or three degrees further west, especially west of Manitoba, is probably more accurate. Upon the limited areas available for agriculture, the crops are very remarkable, but their volume, of course, commanding the highest prices, will be absorbed by miners and herdsmen in addition to the demand of towns and cities. In this connection I should not omit to add that the localities of Central Canada on the line 1,600 miles north west from St. Paul—Battleford, Prince Albert, Fort McMurray, Fort Vermillion, including the better known Fort Edmonton, are all west of longitude 105 degrees, and are in direct range with Denver City, Great Salt Lake, and even Virginia City; yet, at none of the more northern positions is there any necessity of irrigation. It is the crowning feature of the "fertile belt" which broadens with reduced attitudes and constant air currents from the Pacific coast, that the immense trapezoid, whose apex is bounded on the Mackenzie, has a sufficient quantity of summer rains for all the

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sippi States.

I have no pride of opinion as to the accuracy of an impromptu estimate of proportions north or south of the boundary. I would cheerfully waive it, confessing to an arithmetical inaccuracy, if assured of a general acceptance of the opinion with which the article of the *Pioneer Press* concludes, namely, that "in the Hudson Bay Territory, outside of the old provinces, 200,000,000 acres are adapted to wheat raising." That admission is more than enough to justify a railroad policy, which will push, within ten years, the locomotive from Winnipeg fully 1,200 miles beyond its present bound on Red river. It may occur to railway managers at no distant period to change once more the name of the trunk line of the Red river valley, and even if there is no restoration of the "St. Paul & Pacific," to substitute that of the "St. Paul, Minneapolis & Athabasca Railway."

J. W. TAYLOR.

22nd Nov., 1879.

Mr. Taylor, a gentleman of talent and information, has resided in Manitoba for many years and has made a special study of the country and its resources; and as a careful and just observer, he has not been afraid to truthfully speak out and bear disinterested testimony of every great weight in favor of the Province. His letter speaks for itself; it is an earnest and convincing reply to an article written from St. Paul which accused him of exaggeration in his reports of the country.

The Honorable Senator, Mr. John Sutherland, of Manitoba, stated before a committee at Ottawa that he had harvested 60 bushels to the acre of spring wheat weighing 66 lbs.; he added that they had even got 70 bushels from one bushel. These are, no doubt, exceptional facts, but they prove the extraordinary productive strength of the soil. The usual yield of wheat, whose stalks tall and provided with a full, compact ear, is about 25 bushels to the acre. It is also an established fact that the flour made from this grain is of the very best quality.

The following is the minimum yield of wheat as compared with that of the following States of the American Republic:

Canadian North-West.....	25	bushels per acre.
Minnesota.....	17	" "
Massachusetts.....	16	" "
Pennsylvania.....	15	" "
Wisconsin.....	13	" "
Iowa.....	10	" "
Ohio.....	10	" "
Illinois.....	8	" "

The following shows the weight of wheat :

Manitoba spring wheat,	63 to 66 lbs. per bushel.	
Minnesota	"	63 to 65 lbs. "
Illinois	"	52 to 58 lbs. "
Ohio	"	57 to 60 lbs. "
Pennsylvania	"	57 to 60 lbs. "

The wheat should be sown before the 12th May. The best kinds, it seems, are Scotch wheat, Russian wheat and Red River wheat.

Scarcely any wheat is sown in the fall.

OATS.

They cultivate this cereal with very great success; the yield is sometimes amazing, of which we will give certain examples :—

Mr. Alex. Murray, M.P.P., in 1876, on an average raised 90 bushels to the acre on a field of 7 acres.

Mr. Wm. McLeod, of High Bluff, harvested 600 bushels from 6 acres and 12 bushels of seed.

Mr. Donald McKay, of the same place, got 1,100 bushels from 10½ acres

The average yield is from 45 to 50 bushels to the acre.

Canadian North-West.....	50 bushels per acre.	
Minnesota.....	37	" "
Iowa	28	" "
Ohio.....	23	" "

Oats should not be sown later than the 20th of May. There are several varieties; that of Norway has the preference.

BARLEY.

One acre alone has yielded 60 bushels. Barley is a remarkable crop here. The usual growth is from 35 to 40 bushels per acre, weighing from 50 to 55 lbs.

Canadian North-West.....	40 bushels per acre.	
Minnesota	25	" "
Iowa.....	22	" "
Wisconsin.....	20	" "
Ohio.....	19	" "
Indiana.....	19	" "
Illinois.....	17	" "

RYE AND BUCKWHEAT.

The cultivation of rye has been neglected. The same remark applies to buckwheat.

However, Mr. A. V. Becksted, who had sown buckwheat at Emerson, declares that the yield in 1877 and 1878 was 30 bushels per acre, and 40 bushels in 1879 and 1880.

PEAS.

The product from the cultivation of this cereal is considerable, being from 25 to 30 bushels per acre.

INDIAN CORN.

One particular kind of corn grows very well, but the attempts towards its cultivation have not been in general very satisfactory: that variety to which we have referred is smaller than that cultivated in the other provinces.

FLAX AND HEMP.

These plants for manufacturing purposes find in the rich soil of the North-West all that is required for their development. It is said that their cultivation was very extensive till lately in the settlement of the Red River, but that the want of a market led to its abandonment during several years. At present, the French-Canadians settled on the Red River, and the Mennonites have resumed this cultivation with considerable success.

Flax may be sown until the end of June.

HOPS.

Wild hops grow in abundance.

POTATOES.

They grow as every one would have them, attaining an immense size which does not impair in the least their excellent taste. One acre has been known to yield on more than one occasion 600 bushels.

Mr. J. W. Sifton, a contractor of the C. P. Railway, gathered 275 bushels from a ploughed field of a quarter of an acre.

Mr. F. C. Shipp, of Point Douglas, at Winnipeg, raised in his garden a tubercle weighing 4 lbs. But this was surpassed by Mr. John Omand of St. James, who exhibited at Winnipeg a potatoe of 2 lbs. in weight, which we saw with our own eyes. The Early Rose, Beauty of Hebron and Snowflake are the kinds preferred. The general production is from 400 to 500 bushels per acre.

TURNIPS, PARSNIPS.

They have gathered more than 1000 bushels of turnips from one acre; and they are remarkable for their proportions. Mr. J. B. Clarke of St. James had a crop in 1867 on an average from 1000 to 1200 bushels to the acre in a field of 7 acres. At the

Provincial Exhibition held at Winnipeg in that year, a turnip was exhibited weighing 36½ lbs., to which fact we ourself can testify. This vegetable phenomenon was sent to the Centennial Exhibition of the United States, where it conspicuously held the first rank of that class of vegetables. The average yield of the turnip is from 500 to 700 bushels to the acre.

The parsnips vegetate equally well.

BEE-T-ROOTS.

Beets have been raised weighing as much as 20 lbs.; this is, no doubt, an unusual production, but it shows what the medium size is likely to be. The soil is particularly adapted to this plant, and hence it is proposed to cultivate it extensively for the manufacture of sugar.

CABBAGES.

Of all agricultural products there is none finer to look at than the cabbage, being remarkable for its development and quality. At the Provincial Exhibition of 1867, a splendid collection of this vegetable was displayed, one of which weighed 26 lbs. and others 25 lbs.

CARROTS.

They grow as well as the beets, to which we have referred, and are excellent in quality. They sometimes weigh eleven or twelve pounds, and the yield has been as much as 300 bushels per acre.

ONIONS.

They are truly very fine and their size is astonishing; a single acre yielded 270 bushels.

MELONS, CUCUMBERS AND PUMPKINS.

All these succeed well, but require attention. We may fitly cite here what is said by a traveller writing in "*Le tour du Monde*" in 1860, and speaking of the farm of a Mr. Gowler on the Assiniboine:—

"His lands (he said) are considerable; he only cultivates a portion of them, of which the fiftieth is devoted to the cereals; the remainder to corn, turnips and potatoes, the finest that could possibly be found anywhere. His melons could not be equalled; they weighed upwards of 6 lbs. The garden connected with this farm also supplied him with a great variety of vegetables and all the tobacco necessary for his own use. And as for fodder, the prairie provided him with all that was requisite. It is to be regretted (he continues) that all country farms of the Red River should not rival with this one. Certainly, it is

not nature which baffles the hopes of the farmer, nor the soil which opposes his efforts. There is none but the most fertile and favorable soil. The Indian corn grows everywhere; they plant it about the 1st of June and it is ripe at the end of August; the wheat is harvested three months after being sown; hay of a superior quality covers hundreds of thousands of acres; the culinary plants, such as are in use in Canada, are developed with an uncommon vigor on the banks of the Red river and the Assiniboine. All unite to make the colony a centre of production unequalled."

We saw at the last Dominion Exhibition held in Ottawa, displayed in the department of Manitoba, potatoes weighing 4 lbs., beets 8 lbs., carrots 5 lbs., onions a foot and cabbages four feet in circumference. Mr. C. de Cazes of Winnipeg exhibited some magnificent specimens of the sugar cane. And it must be observed that all these particular articles had to be gathered three weeks sooner than is usual in order that they might arrive in Ottawa in time for the exhibition.

The gardens of Mr. Owen Hughes of Pointe de Chêne, have yielded cucumbers 18 inches in length, and Mr. James Lawrie, of Morris, says that he had pumpkins of enormous size.

Thus we perceive that all those vegetables or plants which are ordinarily found in the culinary garden grow amazingly here.

FRUITS.

There is an abundance of wild fruits in the North West, among which we may mention the grape, prune, strawberry, cherry, blackberry, raspberry, catherinath, pear, gooseberry, currant, blueberry, blackberry, atoca, etc., etc.

The culture of fruits scarcely occupies the time of the settlers at present; but satisfactory proofs of its good results begin to turn their attention more in this direction. Thus Mr. W. B. Hall, of the Parish of Headingly, situated at a short distance from Winnipeg, has a very fine garden planted with about 100 fruit trees of all kinds; and at the last Dominion Exhibition we saw apples from Manitoba.

THE RAISING OF LIVE-STOCK—HAY.

All who have beheld with admiration the extensive prairies of the Western region unrolling themselves to the gaze until out of sight, agree in the opinion that it is a country where the raising of live stock can be carried on with very great success and little expense. The herds leave the stables early in the spring and spread themselves over the plains where the tall and fertile grasses grow in great variety. There was exhibited in the city of Ottawa about 30 samples of these grasses. During the finest part of the year, between the 15th July and the 15th Sept., the

farmer cuts all the hay he will require for the winter without expense. In the autumn the animals are in excellent condition, and the healthy temperature of the cold season is also favorable to their further development. Hitherto this branch of husbandry has been too much neglected, although it is sure to be accompanied with considerable advantages. A very great number of animals, horses, cattle, sheep, hogs, are sent out every year of the neighboring States of the Republic, and it must necessarily be a very lucrative trade when they derive profit in exporting numerous herds even from Montana. A French Canadian, Mr. J. Demers, who is settled in this American territory, brought more than 1500 heads of cattle to Manitoba, and he there got his price for them.

"The prairies (said His Lordship Archbishop Taché) can supply food for an infinite number of cattle, not only on account of their extensiveness, but from the nature and richness of their products, which are equal to those of the best clover meadows. Animals intended for the meat-market become fat dependent only upon the food supplied by the prairie, and when they are healthy they acquire in good time that condition which will command the best market prices."

Viscount Milton and Dr W. Cheadle, who crossed the Rocky Mountains, also state in their work published in 1866 :—

"We let loose our horses in the beginning of winter at the Belle Prairie (*) ; although they were very thin and the snow had begun to fall, they became like balls of fat. The pasture is so nourishing that even in winter, when they have to seek for food beneath the snow, the animals fatten rapidly, provided that they can find the wood where they may shelter themselves from the severity of the temperature. Milch cows and oxen near the Red river are in a condition almost as fine as that of stall-fed cattle and brought for exposition to Baker Street."

The Government lease hay lands and also pasturages in order to facilitate, no doubt, the raising of live-stock, a commerce which will become soon one of the most important. Several immense ranches have already been established near the Rocky Mountains. Thousands of cattle now occupy these immense pasturages, and their number increases unceasingly. "He who has hay has bread," says the proverb, and this is true, seeing that the hay of both the natural and artificial prairies is not only bread, but also meat, milk, wool and trade.

A farmer from the Eastern Townships, settled near Morris, about half-way between Winnipeg and the United States, wrote under date of 1st July last : "I wish you could see our prairies as they now are. The finest sight is offered by the fields, where

(*) Belle Prairie is situated somewhat west of Shell River.

is found a mixture of wild pease, or vetch, and wild herbs. These plants, whose height is two or three feet, are so close together and so even that a ball falling on any part of the field would not touch the soil. The pease are of a deep green color, and the grass of a light green. Thousands of acres of land, thus covered with this vegetation, offer a sight unique in its character, and of which the prairies of the North West alone possess the secret."

Clover, etc., also grow well, but they are not extensively cultivated, owing to the abundance of natural provender.

The yield of hay is on an average from 3, 4 and 5 tons to the acre.

DAIRY.

The raising of live-stock is also associated with another domestic trade which increases considerably the profits of husbandry; we refer to the dairy traffic by the making of butter and cheese, articles which are both saleable and remunerative even on the local markets.

BEEES.

The honey bees are easily acclimatized, as we are assured by the experience of those who have interested themselves in the subject. Here then is another traffic to which the settler can profitably devote himself.

FISH.

Our rivers and lakes abound with fish; there are found the perch, bass, the latter not very abundant at times; the pickerel, sucker, which are plentiful; pike and maskinonge, which are remarkably large; the "gold eye," taken in great numbers; the whitefish, in which there is considerable trade; the turbot or flat fish, which especially frequents the Red river, neighboring lakes and tributaries of Lake Winnipeg; here also the sturgeon appears, etc., etc. In the Arctic rivers the salmon and trout are plentiful; the latter, or rather a variety of them, frequent the lakes where the waters are calm.

WILD ANIMALS, GAME, ETC.

The North-West is the country of animals with fur and game generally:—of these we may mention particularly the buffalo, musk-ox, bear, moose, cariboo, deer, roebuck, antelope, wolf, goat, the sheep of the mountains, fox, badger, carcajou, wild cat, tiger cat, martin, beaver, otter, ermine, hare, rabbit, muskrat, weasel; also, of another class, there abound the pheasant or prairie chicken, partridge, pigeon, ducks and geese, etc. The Honorable James McKay, with servant, shot more than 500 ducks, beside a number of prairie chickens, in two days. Three skilled

sportsmen of Winnipeg bagged in two days, near Lake Winnipeg, about 900 ducks. One of our own friends killed during one day 100 ducks at about 13 miles from Winnipeg.

WOOD.

It cannot be denied that wood is, relatively speaking, scarce in the North West; but this inconvenience—compensated as it is by a thousand other advantages—however serious it may be, cannot become an obstacle to the settlement of the country. Up to the present time, they have suffered very little in this respect, and the Pacific Railway with its branch lines now connects Manitoba with the great woody regions which are located to the east. It is known that the valleys of the Rainy river, Winnipeg river and the territory comprised between the Lake of the Woods and Red river, contain immense quantities of wood of different sorts. Besides the Red river, the Rivers Assiniboine, Seine, Rat and others are skirted with woods. Towards the west, large streams traverse the forest division, where the total area, according to Archbishop Taché, is about 480,000 square miles. His Lordship also applies the same figures to the extension of the vast American Desert beyond our frontier, which is of the 49th parallel.

The principal kinds of wood which are met with in Manitoba and in the territories are the maple, soft maple, red and white pine, cedar, oak, elm, ash, spruce, birch, aspen, linden, fir, cypress, etc. Timber for building purposes is imported chiefly from the neighboring States or sent in rafts down the Red river and sawn in the Province. Large quantities have, during the last two years, been imported from Collingwood and the Georgian Bay, and even from Ottawa and Montreal, but the large saw mills which have recently been erected on Lake Winnipeg, near Fort Alexander, and on the Lake of the Woods, at Rat Portage, will furnish a quantity sufficient to supply the wants of the market. There are large saw mills at Winnipeg and other places. A certain quantity of wood for fuel comes from the same source. The prices of wood are given in another part of this book.

Some of the inhabitants of ambitious Stonewall, situated at a distance of eighteen miles north of Winnipeg, and connected with that city by a branch of the Pacific Railway, claim—says the *Winnipeg Free Press*—that their town lies on the direct line from Winnipeg to the great timber regions of the north; and they anticipate a necessity of the metropolis being speedily connected by rail with that vast source of wealth. A railway running from Winnipeg to Stonewall, and thence northwards, would, it is claimed, pass through a country settled for upwards of twenty-five miles, and then, for twenty-five miles further, through an agricultural country that would be settled immediately on being

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provided with railway facilities. Throughout this region abundance of poplar and other wood required for ordinary purposes in the development of the country itself, is said to exist. Then at the distance of seventy miles north of Stonewall, the great wooded country of the North West is reached. Here large spruce trees two feet in diameter are said to be found, and the quality, generally, is alleged to surpass that of anything found east of Winnipeg. The construction of a railway, it is believed, would place any company completing it in possession of a mine of wealth. Subsidized by the Dominion Government with a land grant and assisted with a bonus from the municipality through which it would pass, and encouraged to a reasonable extent by Winnipeg, the company, it is presumed, would have no difficulty in securing the funds necessary for the construction of the road. Then, explorers who have journeyed over the country through which the line would pass, report that its general character is such as to admit of a railroad being easily constructed, and being made thoroughly substantial in all respects. Another great advantage which such a road would possess is that it would connect with the proposed Hudson's Bay road extending from the northeastern portion of Lake Winnipeg to Churchill or Hudson's Bay. The length of the road from Winnipeg as proposed would be some 300 miles; but the great wooded country, or at least a large portion of it, would lie within a hundred miles of this city. Preparations are already being made to extend the lumbering operations west of Lake Winnipeg.

COAL.

It has been an established fact, for a long time, that the North-West conceals rich mines of coal, an analysis of which has shown its value or superior quality. It is unnecessary to enlarge on the importance of the coal trade at the present day. His Lordship Archbishop Taché says: "The coal regions which traverse the different branches of the Saskatchewan are a great source of wealth and encourage the settlement of this valley, where nature abounds with picturesque scenery which can compare with all that is remarkable in this respect throughout the world." Further he adds: "The coal mines which the district of the Saskatchewan encloses assure it an unquestionable importance. The immense coal deposits plainly appear in the cliffs of the great river."

Viscount Milton and his friend Dr Cheadle speak of it as follows:—

"The banks of the Pembina river expose a section of a magnificent bed of coal, being from 15 feet to 20 feet in depth." Coal has also been found in the north, along the Red, Macleod, Athabasca, Smoky, Peace and Mackenzie rivers, and toward the

south along the Saskatchewan, Battle and Deer rivers. At Edmonton, in the declivities which characterise the banks of the river, there is presented to view a bed of coal which is made use of for the forge. Also, beds of coal have been observed in many places scattered within the limit of 10° latitude, but almost invariably under the same meridian. By drawing a line from the river Mackenzie to the confluence of the Red Deer river, within the Southern Saskatchewan, the position of the coal beds observed here could be determined. They have a considerable extent and will form, without doubt, some day, one of the principal sources of wealth of the Saskatchewan district, which nature has so extraordinarily favored."

"It is indisputable," said professor Macoun, "that in the region to the west of Edmonton which is bounded on the north by the Athabaskaw river, and on the south by the Red Deer river, there exists a coal field of at least 25,000 miles square; and in this vast extent, they can hope to find workable mines at depths which will seldom exceed 300 feet; and often, as in the case of the thick veins above described, most favorably situated for working by means of galleries on the surface."

Geological reports confirm these statements. Some months ago, there was great excitement about the discovery of rich deposits of coal near the River Souris, one of the tributaries of the Assiniboine, whose source is near the frontier more than 300 miles to the west of Red river. Moreover, a company has been organized to work the mine and transport the coal to Winnipeg.

Several large deposits have also been found a few miles east of the city of Emerson.

As soon as the South Western Railway will have been constructed in close proximity to River Souris, a branch thereof will immediately run to the mines, in order to convey the coal to Winnipeg and elsewhere.

TURF.

The turf deposits abound in the North-West, by which a very good fuel is produced where wood or coal is deficient. A company with a large capital has been formed to work up this industry. Operations will soon be commenced on the Julius swamp, along the Canadian Pacific Railway to the east of Selkirk.

LANDS IN THE NORTH-WEST.

SYSTEM OF SURVEYS.

The system of survey or of division of the lands in the North-West is very simple. All the lands are arranged into townships measuring six square miles each.

Again, the townships are divided into sections—36 in each—disposed and numbered as in the following diagram :—

DIVISION OF A TOWNSHIP.

N.					
31	32	33	34	35	36
30	29	28	27	26	25
19	20	21	22	23	24
18	17	16	15	14	13
7	8	9	10	11	12
6	5	4	3	2	1
S.					

One section of a mile square contains.....640 acres.
 A half section320 "
 One fourth of a section.....160 "
 One eighth " 80 "
 One sixteenth " 40 "

Thus, then, four quarter sections constitute a section, subdivided into sixteen quarter quarter sections :—

N.			
13	14	15	16
12	11	10	9
5	6	7	8
4	3	2	1
S.			

The townships rest on two main lines in the Province of Manitoba ; the first is the international boundary and is used as a base to the townships marked on the map in ordinary figures and running north ; the second starts at about eleven miles west of Emerson, and is called the first principal meridian, running north, from which the ranges of townships designated by Roman characters unroll themselves in an inverted way and on both sides.

There are also in the Territories of the North-West four other principal meridians; the second principal meridian rests on the 102nd meridian of western longitude, 30 miles above Fort Ellice, whereas the third, fourth and fifth start from the 10th, 110th and 114th meridians of longitude.

Iron or stone monuments, or posts placed at the corners of divisions and sub-divisions, enable the settler easily to understand the extent of his land, as also the lines which divide it from the property of his neighbours.

A single glance at a map will be sufficient to keep one posted about the limits of any part of the Province.

The townships are designated by ordinary figures, 1, 2, 3, 4, etc., etc., starting from the international boundary line, at the foot of the map, then looking north. The ranges of townships situated to the left of each principal meridian constitute ranges I, II, III, IV, etc., etc., west of that meridian; but the ranges situated to the right of the first principal meridian constitute ranges I, II, III, IV, etc., etc., east of that meridian.

To find out the number of the township that is looked for, it is necessary to count the number of townships starting from the international boundary at the foot of the map, then look up while counting 1, 2, 3, 4, etc., etc.; to ascertain the number of the range, one must count the number of townships which divide the spot from the nearest meridian to the right.

The ranges east of the first principal meridian are numbered from east to west, that is to say, in an inverted way to that of the other meridians.

ROADS.

According to the first surveys, each section was encircled by a road one and a half chain, or 99 feet wide. Now, the width of the roads is limited to one chain—66 feet—and the distance which divides them remains as heretofore from east to west, but those traced from south to north are divided by a double range of sections and are two miles distant from each other.

HOMESTEADS.

Before analysing the law and regulations regarding lands in the North-West belonging either to the Crown or to the Pacific Railway Syndicate, which latter owns 25,000,000 acres, it is necessary to explain what is intended by *homestead* and *pre-emption*.

Thus, the Homestead law confers on the settler the right of proprietorship to the land, which he must cultivate for three years before he can obtain his title from the Government. It is necessary that he should have attained, at least, the age of 18 years in order to enjoy the benefit of this liberal law. The entry of the lot only costs the sum of \$10.00. This is also designated a free grant.

The law of preemption gives the settler the privilege of buying, in addition to his homestead, an equal number of acres, in the same neighborhood, at fixed prices varying from \$1 to \$2.50 per acre, according to the distance from the railways and on the conditions laid down by the Government.

CLASSIFICATION OF PUBLIC LANDS.

The public lands of Canada, already surveyed in the province of Manitoba and the North-West Territories, are classified as follows:

Class A.

Lands situated at a distance of 24 miles—on each side—from the main line, or of a branch of the Canadian Pacific Railway.

Class B.

Lands situated at a distance of twelve miles—on each side—from any proposed railway (other than the Canadian Pacific), and approved by an order in Council published in the *Canada Gazette*.

Class C.

Lands situated south of the main line of the Canadian Pacific Railway and not included in classes "A" and "B."

Class D.

Lands other than those in classes "A," "B" and "C."

HOMESTEADS AND PRE-EMPTIONS.

The sections bearing even numbers in the above classes, with the exception of Nos. 8 and 26 which belong to the Hudson's Bay Company, are intended for homesteads and pre-emptions.

a. Except class "D," where the Government may sell a certain extent of territory to companies or private individuals for the benefit of colonization.

b. Except in the case where wood lots are to be sold to settlers.

c. Except, lastly, when the Minister of the Interior may judge proper to sell certain lands by auction, or dispose of the same according to order of the Governor in Council.

The sections bearing odd numbers in Class "A"—except Nos. 11 and 29 which are school lands—belong to the Pacific Railway Company. We shall again revert to them further on.

The sections bearing odd numbers in Class "B" and "C" will be sold for \$2.50 an acre, payable at the time of sale.

a. Except when the Governor in Council may order otherwise.

The sections bearing odd numbers in Class "D" will be offered for sale at \$2.00 per acre, cash.

a. Except when the Governor in Council may order otherwise.

b. Except in case where the Government should sell lands to companies or private individuals in the interest of colonization.

All those having settled on sections bearing odd numbers before the enactment of the Regulations of the 9th October, 1879, are entitled to the inscription of a homestead and a pre-emption, the same as if they had settled on sections bearing even numbers.

PRICES AND PAYMENTS.

The price of pre-empted lands will then be:

1. For those in classes "A," "B" and "C," \$2.50 per acre.
2. For those in class "D," \$2.00 per acre.

Payment may be made after the expiration of the three years which will follow the date of the inscription, but the settler may take advantage of section 15 of the Federal Lands Act, 42 vic., cap. 31, that is to say, he may obtain his patent sooner by paying a certain price to the Government, and by proving that he has occupied and cultivated his land during at least one year.

LANDS OF THE SYNDICATE.

The Canadian Pacific Railway Company (who own 25,000,000 acres of land allotted in alternate sections—bearing odd numbers—of 640 acres each, to a depth of 24 miles on each side of the line, from Winnipeg to Jasper House), too well understood their interest to impose conditions which could have operated against the development of the country.

In fact, it is evident that the undertaking of the Pacific Railway will only prove a success when colonization itself shall have peopled the North-West. Therefore the Company dispose of those lands in the most liberal way, by protecting the earnest settler against speculators.

The price of these lands is \$2.50 an acre, one-sixth cash and the balance in five annual instalments, bearing interest at six per cent.

Now, whoever will, during the four years following the purchase of his land, cultivate one half thereof—unless otherwise specified in the deed—will be entitled to a drawback of 50 per cent. Therefore, instead of \$2.50, he will only have paid \$1.25 per acre.

The manufacture of dairy produce alone, or combined with the cultivation of grain, will in a certain measure be accepted as an equivalent, and will entitle to the drawback.

On the other hand, the settler will be required to pay all taxes, and will not be allowed to take away from his land anything in the shape of improvements, before having made the last payment.

Moreover, the settler will not be allowed to cut more wood than will be necessary for the erection of his buildings, fences, and for fuel, until he shall have obtained a perfect title to his property.

The mineral and coal lands and quarries, and the lands containing water power, will be disposed of on very liberal terms, for settlement purposes or for cattle raising.

For further information, apply at the office of the Company, Bartholomew House, London, England; to John H. McTavish, agent at Winnipeg, Manitoba, or to the Secretary of the Company, Mr. Charles Drinkwater, at Montreal.

HUDSON'S BAY COMPANY'S LANDS.

Section No. 8 and three fourths of Section No. 26 in the greater number of Townships* are Hudson's Bay Company's lands, and all settlers must be careful not to settle on them unless they have acquired them from the Company. The prices vary according to locality. Mr. C. J. Brydges is the Land Commissioner of the Company. His official residence is at Winnipeg, Manitoba, and applications may be made to him.

SCHOOL LANDS.

Sections No. 11 and 29 in every Township are School Lands. That is, the proceeds of their sale are to be applied to the support of education. They are not obtainable at private sale. When disposed of, it will be by public competition, at auction. Squatters on these lands, therefore, will have to pay for them the price they bring by auction when sold, or they will pass by such sale out of their hands.

LANDS AT PRIVATE SALE.

Settlers may also buy lands from private proprietors. This often offers a fine field for speculation.

PASTURAGE LANDS.

As we have already stated, the raising of cattle is about to become one of the chief industries of the North-West. The development already attained conveys an idea of what this industry will be in the near future.

Under the authority of the Act 44 Victoria, Cap. 16, leases of tracts for grazing purposes, not to exceed 100,000 acres each, may be granted for a period of not more than 21 years; the lessee shall pay an annual rental at the rate of \$10 for every 1,000 acres, and

* In every fifth township the Hudson's Bay Company has the whole of section 26. For the purpose of extinguishing the right of that Company, the Crown has conceded to them one-twentieth of the territory comprised in the fertile belt, which is equivalent to about 7,000,000 acres.

shall place on the tract, within three years from the granting of the lease, one head of cattle for every ten acres of land embraced by the lease.

After placing the prescribed number of cattle upon the tract leased, the lessee may purchase land within his leasehold for a home farm and *corral*, paying therefor \$2.00 per acre in cash.

Failure to fulfil any of the conditions of his lease shall subject the lessee to forfeiture thereof.

When two or more parties apply for a grazing lease of the same land, tenders shall be invited, and the lease shall be granted to the party offering the highest premium therefor in addition to the rental. The said premium to be paid before the issue of the lease.

TIMBER FOR SETTLERS.

The Minister of the Interior may direct the reservation of any odd or even numbered section having timber upon it, to provide wood for homestead settlers on sections without it; and each such settler may, where the opportunity for so doing exists, purchase a wood lot, not exceeding 20 acres, at the price of \$5 per acre in cash.

COAL LAND REGULATIONS.

The following are the new coal land regulations: First, leases may be granted for twenty-one years. Second, the lessee shall pay a royalty of ten per cent per ton. Third, the area to be leased to one person shall not exceed 320 acres. Fourth, the boundaries beneath the surface of such locations shall be the vertical planes or lines in which their surface boundaries lie. Fifth, a failure to commence active operations within one year, and to work the mine within two years after the commencement of the term of the lease, or to pay the ground rent or royalty, shall subject the lessee to forfeiture of the lease, and resumption of the land by the Crown. Sixth, the lease to be renewable for further periods of twenty-one years each, and for such ground rent and royalties as may at the time of the renewal be agreed upon by the Government and the lessee.

TREE CULTURE.

In order to promote the cultivation of forest trees, there was heretofore granted to the settler, in addition to his homestead and pre-emption, the privilege of making an entry for another fourth of a section, to which he acquired a perfect title after having planted trees on a certain extent thereof and within a specified period.

The new regulations, however, have put an end to this privilege; and it is well to keep that in mind.

Nothing, however, would prevent the planting of trees; the farms are large enough for this kind of cultivation.

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We are aware that several experiments have been made in the prairie, and that they have been attended with success. Not long ago, we read in the *Chronicle* of Crookston, Dakota, U.S., that farmers in the valley of the Red river had planted several thousand young trees with success. All that is required is to properly prepare the ground, take care of the trees during two or three years, and above all to protect them against bad grass.

The following article, somewhat condensed from the Crookston *Chronicle* relates the experience of one of the most successful timber raisers in the Red river Valley, and should be carefully read by every one interested in the subject:

I find that it is a hard matter to grow timber on prairie land without first subduing the land by cultivation. In the spring of 1877, I planted ten acres of trees—cotton wood and soft maples—under the original law regulating the cultivation of timber on the prairies, which was, to break the land, and the next year plant the same to trees, cutting or seed trees. I planted on the ten acres about 11,000 trees, mostly of maple, the next year I planted 8,000 or 10,000 more, about 20,000 in all, of cottonwood and box elder, planting between the rows set out the year previous, making the rows about six feet apart.

Last spring, according to estimate, there were about 6,000 or 8,000 living trees, some, however, nearly killed by weeds; but for the last two years I have hoed around the trees a space about three feet which seemed to give them new life, and I hope by continuing to cultivate them to have quite a grove.

Growing on land planted under the original law, which has been given up as being impracticable, not only by those who run the machinery of the government, but by the majority of those who have tried the experiment, I must say is quite an expensive way of growing trees.

Everyone knows that has had any experience in breaking land in the Red river valley, that breaking the land only increases the growth of weeds to such an extent that it is almost impossible to give the ground any general cultivation between the rows; at least I found it to be so in my case.

In addition to the above and on land adjoining, which had been cultivated two or three years, I continued to plant from 5,000 to 6,000 every year in rows four feet apart and four in the row, with corn, potatoes and beans; by cultivating the crop I also cultivate the trees. The second year all I find necessary to do is to run a cultivator or shovel plow between the rows occasionally through the early part of the season to keep the weeds down and to loosen the ground around the roots. I think that thorough cultivation more than repays for the extra trouble and expense.

I would advise the planting of the following kinds of trees, to wit: Cotton wood, box elder, ash and bottom willow, in about

equal quantities, and a few oak, elm and white willow, and have them so arranged that they will be pretty well mixed over the place, i. e., a few rows of each alternately, according to the amount of each kind planted, as I think they will do better. Some might think bottom willow not a very profitable tree to raise, but they are a hardy tree and will grow almost any place you put them, and they are thrifty and straight. As a timber for the farm I consider it more valuable and more durable than either the cotton wood or box elder. It grows along the rivers and streams throughout the North-West. Its growth is very rapid and attains quite a good size, being from twelve to eighteen inches in diameter, and I have seen willow trees two feet through at the stump; they are valuable on the farm for rails and posts, as it splits easily and is found to be durable when split and the bark taken off, and when dry, makes excellent fuel for either steam or heating purposes. I have had a chance to test its qualities as steam wood, and find it better than many other kinds of timber. I have on my farm under cultivation about seventeen acres of the different kinds of timber mentioned above and intend to increase it to twenty acres next spring, and with reasonable success, I expect to have quite a grove in a few years; and to say the least, I will consider it the most valuable part of my farm.

To sum the matter up, there is no difficulty in growing trees on the prairie, but they must be planted on well cultivated ground to do well, and they should have good care for two or three years or until they get a good start. By so doing you will be sure to succeed.

PAYMENTS.

Payments for land may be in cash, scrip, or Police or Military Bounty Warrants.

RESTRICTIONS.

These regulations do not apply to lands valuable for town plots, or to coal or other mineral lands, or to stone or marble quarries, or to lands having water power thereon; or to sections 11 and 29 in each Township, which are School Lands, or sections 8 and 26, which belong to the Hudson's Bay Company.

RESERVES.

We all know that the Government had to reserve 1,400,000 acres of land in Manitoba for the children of the half-breed families. The distribution of these lands has since been made, and the lands are now on the market.

Certain reserves have also been made for the Militia and the Mounted Police, the French Canadians of the United States,

the Mennonites and the Indians, besides those set apart for railways, the Hudson's Bay Company, the Schools, etc.

PLANS OF COLONIZATION.

To foster colonization and culture on a large scale, the Government have adopted two plans which offer great inducements.

The first will bind the party applying—whether Companies or private individuals—to establish in class D, and on each section, two settlers who will take one homestead each and be entitled to pre-empt the neighboring lot for the price of \$2.00 per acre.

As we had said before, odd numbered sections in class D are valued at \$2.00 an acre, and the Government will, in return, grant to the contracting parties a drawback of one half of the price of purchase, besides other privileges.

In the same way, Contractors on a large scale may purchase whole townships in class D at the uniform price of \$2.00 per acre, cash, and establish on each such township 128 settlers during five years, to be entitled to the drawback of one half of the price of purchase.

In a word, we do not believe that any system so liberal and offering such advantages could be found anywhere. Let us, for instance, suppose a family composed of four: the father, and his three sons whose age exceed 18 years. Each of them first takes a homestead of 160 acres in any unoccupied section bearing an even number, making in all 640 acres, costing the trifle of \$40.00. Then each of them purchases 160 acres more, at \$2.50 per acre, from the Canadian Pacific Railway Company, in the odd numbered adjoining sections. We have already said that the Syndicate allows a drawback of one half of the purchase price; therefore, a family thus composed of four adult members may acquire in a few years, and for a trifle, 1,280 acres of the most fertile land that exists under the sun.

Let us suppose another case. Two brothers settle on as many homesteads and pre-empt the other quarters of section. They also purchase the four odd numbered adjoining sections from the Syndicate, and find themselves in possession, after having withdrawn their drawback, of 3,200 acres of land which would only cost a trifle. How, in the face of this, can anybody deny that the Government and the Pacific Railway Company are offering to settlers inducements not to be found elsewhere on this continent?

Let us ponder on the following comparison:—

PUBLIC LANDS IN THE UNITED STATES.

In order to obtain a "homestead" in the United States, it is necessary to have attained the age of 21 years, to become an American subject or to signify the intention of becoming such.

and to occupy and cultivate the land for a period of five years before the necessary title to the property can be obtained.

In Canada, as we have already observed, it is sufficient to be 18 years of age, and to occupy and cultivate the land for three years in order to receive the patent for lands. The patent is even obtained sooner on certain conditions.

In the latter case, it is evident that the greatest advantages for the emigrant are to be found in this country.

Again, in the States of Minnesota, Dakota, etc., there are only two prices for Government lands, viz: \$2.50 per acre for those which are within the limits of the reserves attached to the Railways, and \$1.25 per acre for ordinary lots.

The expenses attending the entry of the homesteads are not the same in the various States, as the following tables show:—

ENTRY FEES—In Michigan, Wisconsin, Iowa, Missouri, Minnesota, Kansas, Nebraska, Dakota, Alabama, Mississippi, Louisiana, Arkansas, Florida, Ohio, Indiana and Illinois.

Acres.	Price per acre.	Commissions.		Fees.	Total for Fees and Commissions.
		Payable at the time of entry.	Payable when the <i>certificate</i> is given.	Payable at the time of entry.	
160	\$2 50	\$8 00	\$8 00	\$10 00	\$26 00
80	2 50	4 00	4 00	5 00	13 00
40	2 50	2 00	2 00	5 00	9 00
160	1 25	4 00	4 00	10 00	18 00
80	1 25	2 00	2 00	5 00	9 00
40	1 25	1 00	1 00	5 00	7 00

ENTRY FEES—In California, Nevada, Oregon, Colorado, New Mexico, Arizona, Utah, Montana, Washington, Idaho and Wyoming.

Acres.	Price per acre.	Commissions.		Fees.	Total for Fees and Commissions.
		Payable at the time of entry.	Payable when the <i>certificate</i> is given.	Payable at the time of entry.	
160	\$2 50	\$12 00	\$12 00	\$10 00	\$34 00
80	2 50	6 00	6 00	5 00	17 00
40	2 50	3 00	3 00	5 00	11 00
160	1 25	6 00	6 00	10 00	22 00
80	1 25	3 00	3 00	5 00	11 00
40	1 25	1 50	1 50	5 00	8 00

The expenses attending the entry of Homesteads therefore vary in different States and according to prices of the lands—from \$18.00 to \$26 00 and from \$22.00 to \$34.90.

In Canada, we enjoy the privilege of pre-emption by paying from \$2.00 to \$2.50 per acre, and there is only required the sum of \$10.00 at the Lands' Office for the entry of the homestead.

Lastly, whilst the Railway Companies of the neighbouring Republic sell the lands which the Government had granted them at prices sometimes exorbitant, on the other hand, lands of the Canadian Pacific are offered on the most reasonable and easy terms.

Were we not justified in stating that the legislation of our country could advantageously sustain a comparison with that of the United States?

OTHER TESTIMONY.

In the first edition of this work, we reproduced quite a number of testimonials from strangers acknowledging our superiority over the United States; we also publish several in the present issue.

Mr. de Lalonde, sent, last year, by the "Société centrale d'agriculture de la Seine Inférieure," France, to study the agricultural conditions of Canada, thus spoke before a meeting of influential gentlemen:—

"I must acknowledge that, as an agriculturist, the Far-West is a marvel to me. What prodigious fertility and almost unlimited extent!

Total
for Fees and
Commissions.

\$26 00
13 00
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18 00
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"I will not speak of Winnipeg, which, 14 years ago, had only 900 inhabitants and whose population now numbers 9,000 souls; nor of Emerson, the new frontier town, the price of whose lands has increased one hundred fold during the last year; but in the desert that I have traversed and which to-morrow will be crossed by the Railway, what amount of agricultural wealth is offered to the settler! How many towns are going to be built as if by magic on those rivers, on the shores of those lakes yet unnamed!"

The Honorable J. H. Pope, Canadian Minister of Agriculture, having, in 1879, invited several delegates of the United Kingdom, representing the important class of tenant farmers, to visit Canada to study its resources and report the result of their mission to their friends at home, fourteen delegates accepted the invitation, and their reports are now published.

Mr. John Logan, delegate from Berwickshire, thus speaks of Manitoba:—

"Manitoba is very different from Ontario; there are no trees to hinder the plough, only prairie grass, and this must be ploughed down in June and July with a furrow two inches deep and twelve or fourteen inches wide. It is found that the soil is rather better in these months from the heat being so great. It is again ploughed over in the fall or spring, and once yearly after, no manure being required. In fact, all the straw which in Britain would be converted into manure, is burned.

"Notwithstanding the beauties of Ontario, I have no hesitation in saying that Manitoba is the country for British farmers."

Mr. George Cowan, delegate from Wigtownshire, has written an enthusiastic report of his trip in America. He speaks as follows of the Canadian North-West:—

"This immense tract of country, the extent of which seems boundless, has only become known to the outer world within, I may say the last decade of years, and it is a matter of wonder that the fertility of its soil, and its capabilities as a wheat growing country, should so long have remained unknown. During my short visit (and I was only able whilst there to travel over about 500 miles of its prairie lands, and my remarks, it must be borne in mind, are only strictly applicable to what I saw), I was very highly impressed with the fertility of the soil, some of it being without exception the richest I have ever seen, and I have little doubt it will continue for many years to produce excellent crops of grain without any manure and with very little expense in cultivation; and I would say to any one blessed with health and strength, who is possessed of moderate means, and who is of sober and industrious habits, that in Manitoba or the North-West he would have no difficulty in realizing a competency in a very short time, and in many cases, in a few years a fortune.

"In my opinion a very great future awaits Manitoba and the Canadian North-West. Its boundless prairies will soon be brought under cultivation, and when opened up by railways, and also by water communication through the Hudson Bay to this country, it will become the granary of the world, and be able to supply the wants of many peoples with the staff of life, and at a price that will be a blessing to our struggling millions, but will bear hard on the occupier of grain-growing lands in this country."

Mr. R. W. Gordon, delegate from Dumfriesshire, presented a long and elaborate report from which we make the following extract:—

"The soil is nearly all of the same formation, although in some places the variation in depth is very considerable; but as the ground was frozen, we had less opportunity of testing this than we desired. We, however, never saw the subsoil turned up by the plough, and where there were water runs or holes dug, we noticed as great a depth as four feet. We were told that it is found even nine. The subsoil in most parts is of deep clay, and of such a rich friable nature that we could fancy it would grow wheat without the assistance of the surface soil. There lies hidden in that soil a treasure in fertility which when developed will sustain millions of the human race."

Mr. Peter Imrie, delegate from Cawder Gult, Marghill and Lanark, declares that Manitoba is a real agricultural paradise.

Mr. Hugh McLean, of Rhu, Tarbert, N.-B., delegate from the Kintyre Agricultural Society, sums up his report by saying that "Manitoba seemed to him to have a more fertile subsoil than all the other provinces."

Mr. Biggar, delegate from Dalbeattie, Kirkcudbrightshire, prefers Manitoba to Dakota, because, he says, the land is cheaper, the soil richer, wheat better and the yield larger."

Mr. Joseph Price, an Englishman, wrote to the *London Times*, recently, that there is no better country in the world for the farmer than Manitoba.

Our neighbours themselves are forced to acknowledge that the fertility of the Canadian North-West is vastly superior to that of their own country.

Last summer, a correspondant of the St. Louis (Mo.) *Republican* wrote that Winnipeg was the St. Louis of the North, and would ultimately carry the palm over its rival; and he added that the wheat harvests were superior to any other country in the world.

Mr. Horatio Seymour, late Governor of the State of New-York, who has visited Manitoba, thus expressed himself in a letter:

"I saw thousands and thousands of acres of wheat clearing 40 bushels to the acre, weighing 63 and 65 pounds to the bushel, and was assured by un doubted authority, that on Peace river, 1,200 miles northwest of where I was, wheat was being produced

in immense quantities equal to the best I saw in Manitoba, while great herds of cattle were being fed without cost, on as fine grassy lands as the world affords. In short, between our North-Western line of 45 degrees and 54 degrees 40 minutes, there is a country owned by England with greater grain and stock growing capacity than all the lands on the Baltic, the Black Sea and the Mediterranean combined. The land laws of Canada are now as liberal as ours, as to the homestead, exemption and preclaims. People are crowding there rapidly. Towns are springing up as if by magic."

The *Philadelphia Press*, a very influential newspaper, recently published an important article from which we make the following extract :—

"The greatest wheat-growing region in the world is now being opened to settlement. The largest and most productive portion lies within the British Province of Manitoba, in North America. It is sufficiently prolific, when fairly cultivated, to make England independent of the United States for breadstuffs, and to create a powerful rivalry elsewhere. The extent of this enormous and rich British territory is comparatively unknown to the United States. It is estimated at 2,984,000 square miles, whilst the whole of the United States south of the international boundary contains 2,933,000. In the north-western prairies of Canada, wheat often produces 40 to 50 bushels an acre, while in South Minnesota 20 bushels is the average crop, in Wisconsin only 14, in Pennsylvania and Ohio 15. Within five years it is calculated that 4,000,000 acres of this fertile prairie land will be under wheat cultivation. This means an addition to the wheat products of the world of 400,000,000 bushels, being the amount exported last year from America. It is evident that our superiority as a grain-growing country is likely to be seriously threatened by the rich prairie land of this North-western British America, as it will make the mother country entirely independent of foreign supply."

Manitoba is thus described by Lord Dufferin in his well-known eloquent language :—

"From geographical positions and its peculiar characteristics Manitoba may be regarded as the keystone of that mighty arch of sister Provinces which spans the continent from the Atlantic to the Pacific. It was here that Canada emerging from her woods and forests first gazed upon her rolling prairies and unexplored North-West, and learned as by an unexpected revelation that her historical Territories of the Canadas, her eastern seaboard of New Brunswick, Labrador, and Nova Scotia, her Laurentian lakes and valleys, corn lands, and pastures, though themselves more extensive than half-a-dozen European Kingdoms, were but the vestibules and anti-chambers to that till then undreamt of

Dominion, whose illimitable dimensions alike confound the arithmetic of the surveyor and the verification of the explorer.

"Wherever I have gone, I have found numberless persons who came to Canada without anything, and have since risen to competency and wealth. I have met no one who did not gladly acknowledge himself better off than on his first arrival; and amongst thousands of persons with whom I have been brought in contact, no matter what their race or nationality, none seemed ever to regret that they had come here."

Other important testimonials by the Marquis of Lorne, Sir Charles Tupper, Sir Alexander T. Galt, Honorable Messrs. Bowell and Aikins, who visited the North-West last year, could have been inserted here; but in speaking of our North-West we believe it is better to know what is said about it in foreign countries.

LAND OFFICES AND AGENCIES.

Heretofore, the Minister of the Interior alone had charge of the settlement of all claims for lands in Manitoba and the North-West. During the last year or so, however, progress has been so rapid in those places that distance became a check to the development of the country, and it was found necessary to reorganise that branch of the civil service. A commissioner was then named whose residence is in Winnipeg, who controls all the agencies in the North-West, and who, together with the Inspector, constitutes a tribunal for the settlement of all disputes, subject to the decision of the Minister of the Interior, in case of disagreement.

The following is a list of the several Land Offices in Manitoba and the North-West, where emigrants should apply for any information they may require:

AQUILA WALSH,	Commissioner,	Winnipeg, Man.
WILLIAM PIERCE,	Inspector,	" "
HENRY LANDERKIN,	Agent,	Nelsonville, Man.
GEO. F. NEWCOMB,	"	Turtle Mountain, Man.
JOSEPH GRAHAM,	"	Gladstone, Man.
A. J. BELCH,	"	Birtle, Man.
A. E. FISHER,	"	Odanah, Man.
GEO. NEWCOMB	"	Brandon, Man.
		Souris Mouth.
GEO. DUCK,	"	Prince Albert, N.-W. T.

All letters should be addressed either to "The Honorable the Minister of the Interior, Ottawa," or to "The Land Commissioner, Winnipeg," or "The Local Land Agent," as the case may be. It must be borne in mind that should letters be addressed to the Minister, the Commissioner, or the Agent *personally*, the same might be considered as of a private nature, and in the absence of the officer addressed, considerable delay might ensue.

Be careful to give your own address in a legible manner.
The Crown Timber Agents are:

JAMES ANDERSON, Winnipeg, Man.
WILLIAM MCCARTHY, Rat Portage, Man.
THOMAS ANDERSON, Edmonton, N.-W. T.

The following official table shows the number of acres taken as homesteads and the number of settlers who have established themselves in Manitoba and the North West Territories from 1872 to 1881 inclusive. This statement does not include other lands sold by the Government at fixed prices:

<i>Year.</i>	<i>Acres.</i>	<i>No. of settlers.</i>
1872.....	40,000	250
1873.....	136,640	854
1874.....	215,520	1,347
1875.....	84,480	528
1876.....	52,960	331
1877.....	145,280	908
1878.....	308,640	1,929
1879.....	555,296	3,470
1880.....	280,640	1,754
1881.....	438,707	2,753

And the following quantity of acres have been pre-empted during the same period:

<i>Year.</i>	<i>Acres.</i>	<i>Pre-emptions.</i>
1872.....	1,600	10
1873.....	2,400	15
1874.....	101,460	634
1875.....	67,314	420
1876.....	40,406	242
1877.....	107,715	673
1878.....	275,240	1,720
1879.....	290,178	1,688
1880.....	140,790	879
1881.....	263,647	1,619

The revenue derived from public lands in 1881 amounted to \$372,853.

These figures, however, do not give the exact measure of the progress of colonization; for a certain number of emigrants settle on unsurveyed lands, or on railway lands, or on reserves for which the agents cannot grant patents, whereas others purchase lands from private individuals or from the Government.

RAILWAYS.

THE CANADIAN PACIFIC RAILWAY.

The Federal Government have, last year, concluded arrangements with a syndicate of capitalists by which the ownership of that railway and the working of the same have been transferred to them. This Company offers guarantees not only by the wealth of each member thereof individually, but also by the immense working means at its disposal and which have been brought into play with an almost unprecedented energy.

According to the terms of the arrangement, the Government undertook to complete the line between Prince Arthur's Landing, on Lake Superior, and Red river, also between Savona's Ferry, at the foot of Lake Kamloops, and Port Moody, in British Columbia.

On the other hand, the Company bound themselves to construct the railway within a specified time between Callander Station, the eastern terminus of the road at the head of Lake Nipissing, and a connecting point on the line from Prince Arthur's Landing to Red river, and finally, between Red river and Savona's Ferry.

In consideration of these engagements, the Company were to receive \$25,000,000 in money and 25,000,000 acres of land, besides the ownership of all the work done to date on the railway, as also the work remaining to be executed on the same by the Government.

When the contract was signed, the portions of the railway already in operation—*i. e.* between Emerson and Selkirk, 86 miles, and from Selkirk to Telford, 73 miles—were transferred to the Company, and the latter has since pushed the work with the greatest energy. Thus the Company have built a new straight line, 53 miles in length, from Winnipeg to Portage la Prairie, being authorized to abandon the old line by Stonewall which ran too far to the north. Part of the line from Stonewall to Winnipeg being then completed, it was preserved as a branch line.

The line has been marked as far as Moose Jaw Creek, on the Qu'Appelle, a distance of 404 miles west of Winnipeg, and the railway is now in operation on 161 miles of this line.

As a proof that the Company fully realise the importance of opening up the North-West both in the interest of the public and their own, they have decided on the construction of several branch lines, to the north and to the south of the main line.

The first of these, which will connect Winnipeg with Pembina Mountain, and extend as far as Smuggler's Point, beyond the line 49, will be completed next summer.

The second will start from the main line, in the vicinity of the town of Brandon, and run south-west across the valleys of

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the Souris river and Turtle Mountain, thence following the frontier as far as the 104th meridian. This line is specially intended to aid in the working of the coal mines.

The third, called the "Assiniboine branch," will start from a point a few miles from the bend of the river, on the western shore thereof, and then run in the direction of Battleford and Edmonton. Other branches running in the direction of the North Saskatchewan, between Carleton and Cumberland, will also be built in connection with the Assiniboine branch.

The valley of the Little Saskatchewan will have its railways, as also, in the near future, no doubt, the valley of Red Deer river to the north, and of Battle, Athabaska and Peace rivers.

To the east of Winnipeg, the section comprised between Red river and Lake Superior—412 miles—rails have already been placed on an extent of 232 miles east and 113 miles west, leaving only 67 miles to be finished on which operations are pushed vigorously.

From Prince Arthur's Landing to Callander Station—650 miles—no insurmountable obstacles present themselves. Already more than 50 miles have been located, and explorations continue unceasingly.

It is therefore probable that about the spring of 1883, Lake Nipissing and Thunder Bay will be connected by the Pacific Railway. In any case, the Sault Ste. Marie branch will have been open between the valley of Sturgeon river and Spanish river, and the Syndicate will cause freight and emigrants to be carried thence by boats to Thunder Bay until the line is completed, which will render us independent of our neighbours.

The company have acquired the Canada Central Railway—281 miles—connecting Callander to Ottawa, as also that part of the Q. M. O. & O. Railway between Ottawa and Montreal.

The length of the whole main line of the Canadian Pacific Railway from the Pacific slopes to Montreal will therefore be over 3,000 miles.

The General Superintendent, Mr. Van Horne, hopes that this year the main line will be completed as far as the Rocky Mountains, apart from the branch lines. Thousands of workmen will therefore be required on those extensive works.

Until the Canadian Pacific Railway proper connects the North-West with the eastern part of Canada, the Province of Manitoba will be in direct communication with Canadian railways *via* United States, as also with American railways. Thus a train from either Halifax, New-York, Boston and Portland, on the Atlantic coast, or Quebec, on the St. Lawrence, may now reach Winnipeg direct without transshipment.

THE SOUTH-WESTERN RAILWAY.

The South-Western Colonization Railway, already far advanced, starts from Winnipeg, follows the Assiniboine river which it crosses at Headingly—a distance of a few miles—then proceeds in a south-westerly direction, and by a short bend at about 40 miles from the Red river, runs towards the rich valley of Pembina Mountain.

This is another large work which will require hundreds of workmen.

PORTAGE, WESTBOURNE AND NORTH WESTERN RAILWAYS.

This railway starts from Portage la Prairie, and passing by Westbourne, extends west as far as Gladstone. This is yet only a part of the proposed line which is soon to run deeper into this splendid region.

It is also proposed to build a line of railway between Selkirk and Winnipeg, on the west shore of Red river. Other colonization railways all through the country—besides the Winnipeg, Stonewall and Lake Winnipeg proposed line already mentioned—will also be constructed in the near future.

HUDSON'S BAY ROAD.

Finally, in order to perfect the system of communication, it is proposed to establish in Hudson's Bay an interior seaport which would shorten the distance between this point and Liverpool by several hundred miles, and this scheme will soon likely be realized. A company, among whose members may be mentioned Senator Ryan, and Messrs. Peter Redpath, George Drummond and Duncan McIntyre, has been organized, and engineers have already explored the line from Norway House to Churchill, a distance of about 300 miles. It is possible that the works of construction will commence within two years.

The workmen will thus be fully employed.

PRESENT SERVICE.

Actually, two trains leave Winnipeg daily for St. Paul, Minn. and *vice versa*. Between Winnipeg and Brandon, to the west, a train runs daily, and on the eastern section, one train leaves Winnipeg every Tuesday, Thursday and Saturday, for Rat Portage, and from here to Winnipeg, every Monday, Wednesday and Friday.

TELEGRAPH LINES.

The Canadian North West is also connected with the outer world by telegraph. A line connects Thunder Bay with Selkirk, Winnipeg and Edmonton, on the North Saskatchewan, and the

wires of the Great North-Western already extend from Emerson to Winnipeg, Portage la Prairie, Brandon and Minnedosa to the west, to connect, during next summer, with Gladstone, Shoal Lake, Rapid City, Birtle, Fort Ellis, Qu'Appelle, Touchwood Hills and Humboldt, where it will join the line from Battleford to Edmonton, which belongs to the Government. The system will also extend to Prince Albert, Stobart, Duck Lake and Carleton.

THE NORTH-WEST ACCESSIBLE TO ALL.

The mass of emigrants belong to the agricultural class. It may be easily understood that, in a new country like Manitoba, it was chiefly the work of the farm which could first furnish employment for men in general; therefore, in the year 1876, an entire change had to be effected in the domain of industry to meet the circumstances of the country, a change which capital and labor could not complete in a day or even a year. Consequently, the Press never failed to point out plainly the truth in this respect; but notwithstanding their warnings and advice, small capitalists, clerks, mechanics and business men of all sorts went to Manitoba: the number was considerable. However, the majority of them have prospered either at Winnipeg, which has rapidly populated, or elsewhere. To day, the position is not absolutely the same, for great public undertakings are being executed which furnish employment for a great number. Especially do we refer to the railroad works for which 3,000 men and 2,000 teams were recently advertised for, on section A only. It is also announced that building operations will be carried on on a large scale in Winnipeg, Portage la Prairie, St. Boniface, Emerson, West Lynne, Morris, Brandon, Rapid City, Minnedosa, and other localities during the next season (we write in March), representing millions of dollars. In Winnipeg alone, contracts have already been given for over six millions of dollars. Under these circumstances, the North-West is accessible to all or nearly so, as everybody will be enabled to make enough money to buy the cattle and implements required in farming.

The large demand for labourers is not the only inducement offered. The settler having no clearing to do, may, the first year, have a crop of flax, potatoes, oats and other grain and vegetables, provided the ground has been ploughed early enough. The soil is so fertile that on the first ploughing beautiful crops are obtained.

As already stated, the mass of emigrants belong to the agricultural class, and almost all have not been disappointed in their expectations. The settler requires no doubt determination and energy especially at the beginning; and by not being disheartened at the first obstacles, his perseverance and labour will end in success.

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In support of these observations which are more particularly applicable to the North-West of Canada, it would be easy to give numerous examples. Many who had in fact nothing or almost no means on their arrival in Manitoba, are now in comfortable circumstances; and the majority are today proprietors of beautiful and large farms. If you ask these men if their labors and sacrifices in the beginning ever discouraged them, or if they now regret their removal to Manitoba, almost all will reply that they are content and that their position is most happy. We say almost all, for it is impossible to imagine any spot on the whole earth, be it the finest, the most fertile, the most largely endowed by nature, where every one will be perfectly content and successful. He must not, therefore, delude himself by thinking that it would suffice merely to go to Manitoba to become rich without any effort on his part. This absurd notion would explain the disappointment of certain emigrants, who on finding out to their surprise that they could not receive on their arrival a rich estate without toil on which they had foolishly built their hopes, therefore took their departure from the country, disgusted with a place so niggardly and disobliging in their estimation. Thus we would repeat that it is labor which, at Manitoba as elsewhere, secures a fortune. But the natural richness of the soil produces fruitful results from that toil to which the universal law has destined man, which requires that he gain his bread by the sweat of his brow.

Here there are many undertakings and plans securing or promising work to thousands of settlers who, besides cultivating their lands, may be able to make money in other respects. It is easy to foresee what might be gained, for example, by a family consisting of three or four boys capable of handling the pick, axe, or spade. And nothing, let us remark, need hinder them from conducting at the same time the cultivation of the farm. We know certain persons who, by those means, have been enabled to realise sufficient savings for the purchase of animals or necessary agricultural implements. We therefore believe that emigrants can now, as they did in the past with means much more limited, form a happy future for themselves in Manitoba by their labor, provided that they substitute energy for the insufficiency of capital generally required. In confirmation of the preceding remarks, we will quote the following letter addressed in 1874 to a Mr. Lillies of West Pilkington, Ontario, by his sons residing at Manitoba:—

"Do not fear for us, for we succeed better here than in Ontario in spite of the grasshoppers.

"Two of us have made \$166 per month by working and
"selling lime; another has gained \$5 00 per day on an average
"with his team, working for the Railroad; and the fourth of

"us works at his trade as wheelwright in Winnipeg, by which he gets \$60 a month. Our prospects in the future are very bright."

By the foregoing it is evident how much can be accomplished through courage and activity, even where great pecuniary resources are wanting.

COST OF LIVING AT MANITOBA—PRICES OF BREADSTUFFS—WAGES OF WORKINGMEN.

Those who have written on Manitoba do not give all necessary information concerning what it costs to live there and the wages which the mechanic and laborer may earn. Although it is very essential that those who contemplate emigrating should know all about the character of the soil and the harvest products, yet it is also important that they be informed of what they will have to pay for produce and other necessary articles and the value of labor.

The following table of wages in connection with the different kinds of labor, and which is based upon information most carefully gathered, will we trust be found useful to those who are interested in the matter:—

Occupation.	Per day.	Wages.	
		Minimum.	Maximum.
Printers	"	\$2 00	\$2 50
Bookbinders	"	2 00	2 50
Carpenters	"	2 00	4 00
Cabinetmakers	"	2 00	3 00
Wheelwrights	"	2 00	2 50
Masons	"	3 00	4 00
Bricklayers	"	3 50	5 00
Blacksmiths	"	2 00	2 50
Millers	"	2 50	3 00
Painters	"	2 00	3 00
Plasterers	"	2 50	3 50
Mechanics	"	2 50	3 50
Bakers	"	1 75	2 50
Shoemakers	"	2 00	3 00
Tailors	"	2 00	3 00
Jewellers	"	3 00	4 00
Watchmakers	"	2 50	3 50
Locksmiths	"	2 00	3 00
Tinsmiths	"	1 50	2 50
Plumbers	"	1 50	2 50
Founders	"	2 50	3 50
Sadlers	"	2 00	3 00
Butchers	"	1 50	2 50
Gardeners	"	1 50	2 00
Brewers	"	2 00	3 00
Confectioners	"	1 50	2 50
Laborers	"	1 75	2 50
Char women	"	1 00	1 50

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	Minimum.	Maximum.
Clerks—dry goods (per month)	\$40 00	\$100 00
Clerks—groceries "	30 00	100 00
Clerks—druggist "	60 00	100 00
Tavern keepers "	20 00	50 00
Barbers "	30 00	60 00
Cooks "	25 00	50 00
Coachmen (with board) "	15 00	25 00
Grooms, Cab-drivers (with board) "	15 00	25 00
Men-servants "	12 00	25 00
Women-servants (families) "	10 00	15 00
" (hotels) "	12 00	20 00
Labourers (farm) "	20 00	30 00

The above is for salaries and wages of the workingmen, and we believe the enumeration is complete enough.

Let us now see what the price of lands, agricultural implements, cattle, grain, products, cereals and other articles are.

For lands in the interior, prices vary according to the distance from commercial centres or railroads. The exact prices cannot be given except for Government lands, the prices of which are elsewhere given. In the immediate neighborhood of Winnipeg, for instance, as much as one hundred dollars an acre is asked.

	Minimum.	Maximum.
Machine for sowing grain	\$75 00	\$90 00
Machine for harvesting	120 00	140 00
Machine for mowing	80 00	100 00
Machine for mowing and harvesting [combined]	175 00	200 00
Machine for threshing	800 00	1200 00
Machine for winnowing	30 00	45 00
Machine for raking, drawn by horses	40 00	50 00
Ploughs	25 00	30 00
Harrows	20 00	25 00
Shovels	1 00	
Spades	1 25	
Hay forks	75	
Manure forks	1 00	
Axes	1 25	1 50
Horses (Canadian) per pair	200 00	500 00
Oxen per pair	75 00	150 00
Cows	25 00	40 00
Pigs	10 00	25 00
Sheep	5 00	7 00
Farm waggons (4 wheeled)	80 00	95 00
Cart (Red-River)	10 00	12 00
Harness, etc., etc.	12 00	60 00
Wheat Flour	2 75	4 25
Wheat, per bushel	0 70	0 90
Linseed "	1 00	0 00
Corn "	0 75	1 00
Peas "	0 70	0 75
Bye " (scarce)	0 55	0 60
Barley "	0 75	0 85

	Minimum.	Maximum
Oats "	\$0 45	\$0 75
Beans	2 50	3 00
Potatoes	0 75	1 25
Buckwheat Flour	4 00	5 00
Hay, per ton	6 50	8 00
Cordwood	5 00	8 00
Shingles, (per thousand)	3 50	4 00
Laths	5 00	
Doors	1 50	2 50
Window frames 8 x 10, pair	1 00	
Nails, per lb.	0 05	
Bricks, per thousand	8 00	12 00
Stone, (cubic yard)	16 00	
Lime, per bush. (in the oven)	0 25	
Pork, per lb.	0 08	0 09
Beef "	0 08	0 10
Mutton "	0 08	0 10
Veal "	0 10	0 12½
Moose "	0 15	0 20
Turkeys "	0 15	0 18
Geese "	0 12	0 15
Chickens "	0 12	0 15
Eggs	0 20	0 35
Ducks and partridge (each)	0 25	0 30
Rabbits "	0 10	0 15
Butter, per lb.	0 25	0 30
Cheese "	0 15	0 20
Tea "	0 40	0 75
Coffee "	0 30	0 45
Sugar "	0 10	0 12
Syrup (per gall.)	0 75	0 80
Coal Oil (per gall.)	0 45	0 50
Tobacco	0 50	1 00
Stoves (kitchen)	20 00	50 00
Stoves (parlor)	5 00	25 00
Conches	2 50	5 00
Mattress (bed)	2 50	10 00
Bureaux (toilet)	8 00	12 00
Tables	3 00	4 00
Chairs	0 75	1 00
Plates	0 08	0 20
Cups and saucers	0 08	0 15
Lamps	0 60	1 00
Pail buckets	0 25	
Tubs	0 90	
Cotton, per yard	0 08	0 12½
Calicos (printed) per yard	0 08	0 12
Linen "	0 15	0 50
Tweeds (cloth) per yard	0 75	2 25
Flannels "	0 25	0 75
Merinos "	0 60	1 25
Alpaca "	0 25	0 90
Ticking "	0 25	0 50
Winceys "	0 08	0 25
Serges "	0 25	3 50

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	Minimum.	Maximum.
Silks, per yard	\$1 25	\$3 50
Dress goods	0 18	1 00
Cloth	2 25	6 00
Blankets, per pair	2 50	10 00
Pilot cloth coats	3 50	25 00
Pants	2 00	9 00
Vest	1 25	6 50
Shirts, woolen	0 75	1 00
" cotton	0 50	2 00
Stockings, woolen	0 25	0 50
Hats, felt	0 75	1 00
Boots, for men	2 00	5 00
Shoes, for women	1 75	5 00

Building timber being an important article, we have thought proper to give here the prices in the following localities:

Rat Portage, pine	\$18 to 20	per 1000 feet.
Winnipeg, pine	30 to 40	"
" tamarac	20 to 25	"
Portage La Prairie, tamarac	20 to 25	"
" pine	30 to 40	"
Big Spruce Bush, tamarac	18 to 20	"
Brandon	20 to 30	"
Rapid City	25 to 33	"
Minnedosa	20 to 30	"
Strathclair	20 to 35	"
Sirtle	25 to 30	"
Turtle Mountain, poplar	20 to 25	"
Prince Albert, tamarac, good quality	20 to 40	"

We may add that, in October last, there were forty-six saw-mills in the province of Manitoba and nine in the territories. The number of them is constantly increasing.

The rush of immigrants—hundreds of which are now arriving every week, and next summer, thousands will come together—has naturally raised the price of the rent of houses, which has already attained a high figure. Board in good hotels costs from \$5 to \$8 per week.

While on that subject, we may state that the Government and the City Council of Winnipeg have had vast sheds erected for the accommodation of immigrants, and those heretofore existing have been repaired.

Speculation, ever ingenious, also finds here a means of profit; the eastern provinces are sending here all the wood for houses properly adjusted, so that the pieces have only to be put together, which is the work of a few hours.

Moreover, thousands of tents are now sent from Toronto and elsewhere to Manitoba, where they will be erected in the prairie for the accommodation of the new settlers.

The usefulness of the above information is evident. In going over this list, the emigrant, knowing what he possesses and what

he requires, may figure the cost of his removal, of his settlement, and the keeping of his family, as also the price he may expect to receive for his labor or for the sale of his products.

THE GREAT FERTILE BELT.

VALLEYS OF THE RED, ASSINIBOINE AND RAINY RIVERS.

The great fertile belt which the Canadian Pacific Railway traverses in its entire length, extends from St. Ann's, thirty miles east of Winnipeg, to lake St. Ann, about forty miles north-west of Edmonton—a distance of nearly 1,000 miles.

Until lately, the opinion prevailed that the territories contained a vast extent of barren land. It now turns out that this impression was erroneous, in a great measure at least, if we are to believe the reports made by the officers who surveyed the country. Even the Coteau of the Missouri extending beyond the Old Woman's lakes, near the Saskatchewan of the south, are not as desolate as certain travellers would have them; they even offer excellent pasturage for cattle, and low lands fit for tillage.

From St. Ann's to Lake Superior, a large portion of the land is cut by lakes, marshes and rocks. But one must not think that this region is everywhere alike.

Read the remarks of a tourist who had traversed that part of the country:

"A little farther, he says, than the Rainy Lake, the scene changes and one enters into the valley of the Rainy river. Here, there are no portages, no rapids, but a sheet of a magnificent water for more than a hundred miles, flowing between 200,000 and 300,000 acres of vegetable soil, and bordered by the elm, the poplar, ancient oak trees all entwined by climbing plants or the beautiful convolvulus, abounding with flowers. Elsewhere, there are large verdant prairies. Birds innumerable are gathered in this magnificent valley, which we might call a deserted garden, and which one leaves even with regret in order to occupy himself with the beautiful sheet of water of the lake of the Woods, with its varied islands and the magnificent panorama it presents."

There is also large mineral wealth—gold and silver—buried here and there under the soil, and the organization of powerful companies to work them is spoken of. Operations would especially be carried on in the numerous islands of the lake of the Woods.

The beauty of the sites and of the landscapes already attracts a large number of tourists, and even this summer a spacious hotel will be built at Rat Portage which connects with Winnipeg by means of the Pacific Railway. Trains run regularly between these two points.

We have said above that this region, now annexed to Manitoba, can supply a large quantity of fuel in the shape of wood and turf.

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From Winnipeg to Fort Ellice, on the Assiniboine, and a few miles only this side of the western limits—a distance of over 200 miles—nearly the whole of the land is fit for cultivation. The valleys of the Red and Assiniboine rivers, now included in the province of Manitoba, are also very fertile. We have already said enough on the subject.

Several cities, besides Winnipeg and St. Boniface, are progressing rapidly, as, for instance—EMERSON, situated on the east side of Red river, opposite WEST LYNNE, with which it is connected by a bridge, and having many stores, hotels, and even daily newspapers;—MORRIS, a flourishing town on the Red river, at the mouth of Scratching river (*Gratias*), 24 miles north of the boundary line and 36 from Winnipeg. The population is over 600; there are several churches, stores and hotels, a school, a grist and saw mills, two brick yards, two grain warehouses, and a weekly newspaper. It is the centre of a fine agricultural country and will soon have a railroad connection with the agricultural and commercial centre of the country;—NELSONVILLE, situated in townships 3 and 4, range 6, about 60 miles from Winnipeg, and 58 west from Emerson, being one of the leading towns in Southern Manitoba and surrounded by a rich district. It has several churches, stores and hotels, grist and saw mills, a Dominion lands office, a newspaper, the *Manitoba Mountaineer*, the registry office for Dufferin and Lorne, and post office with bi-weekly mail;—NIVERVILLE, on the Pembina Branch of C. P. Ry. 20 miles south-east of Winnipeg, and having stores, hotels, a grain elevator, a daily mail and telegraph office;—SELKIRK, situated 25 miles from Winnipeg, and the terminus of the Pembina Branch of the Canada Pacific Railway. It has several good hotels, stores, churches, etc. Two lines of steamers run daily to Winnipeg during the season;—RAT PORTAGE, the present terminus of the C. P. Ry. east, and situated on the Lake of the Woods, distance from Winnipeg 133 miles. It promises to be a large town, having already several stores, hotels, mills, etc. Gold has been discovered on several of the islands in the Lake of the Woods, and large mining operations will be carried on this year;—STONEWALL, 18 miles north of Winnipeg and connected with it by a branch of the C. P. R. It is the market town for the townships of Grassmore, Rockwood, Victoria, Brant, Argyle, Dundas, Greenwood and Ridgeway, and has several large stores, a town hall, grist mill, several churches, and many residences. The entire township is underlaid with limestone rock;—WESTBOURNE on the White Mud river, with a population of about 300, having a church, a school, a post office, hotel, blacksmith shop and stores, and being the station of the Dominion Land Agent for the district;—PORTAGE LA PRAIRIE, situated 54 miles west of Winnipeg, on the north side of the Assiniboine and which is making great progress. The *Marquette*

Review, published there semi-weekly, in referring to the prosperity of the place, says that no further back than the opening months of 1880, the town was nothing more than a few straggling huts, with here and there a house or store of more pretentious style, and "Now," continues the *Review*, "not one, but many of our streets boast of whole blocks of stores that would be a credit to any of the towns of Ontario, while a number of our palatial hotels and private residences would compare favourably with the larger cities. The old trail, which was followed as a principal street, with its windings, has been supplanted by wide, well-graded streets, on which are laid miles of plank sidewalks and timber crossings. The boom in real estate has been for some time past something unprecedented and brought about there in a great measure by the change of the Canadian Pacific Railway line to proximity with the town;—BRANDON, situated on the south of the Assiniboine, 133 miles west of Winnipeg, and commanding an extensive view of Grand Valley eastward, Brandon Hills a few miles southward, and the valley of the Little Saskatchewan westward. Hundreds of substantial buildings have been put up, including churches, stores, hotels, post office, flouring mill, planing mill, lawyers, brokers, and real estate agents and banking offices. Brandon will undoubtedly soon be incorporated. The population is about 1,000. Land is all taken up in the neighbourhood. A bridge is being built across the Assiniboine, to connect Brandon by road with the country north. The crossing was formerly made by a scow-ferry. The C. P. R. crosses the river about two miles east of Brandon, at Grand Valley, on a temporary wooden bridge, which will be removed on the completion of the permanent bridge now in course of construction.

The Little Saskatchewan, the length of which is about 150 miles, runs from the Riding Mountain and empties in the Assiniboine, a little further than Brandon. Two ambitious towns have also sprung up on its borders:—RAPID CITY, about eighteen miles from its mouth, and the centre of a large and thickly settled district. It has early prospect of railway communication with the proposed Souris river and Rocky Mountain railway, a grist and two saw mills, a newspaper, several stores, hotels, etc. There are excellent waterpowers on the river, and lumber can be floated down from Riding Mountains:—MINNEDOSA, also on the Little Saskatchewan river, and possessing grist and saw mills, several stores, a first-class hotel, a post office.

The Bird-Tail river, which runs to the north-west of the Little Saskatchewan, flows from the northern extremity of the Riding Mountain, and also discharges in the Assiniboine, below Fort Ellice. On the eastern shore of the Assiniboine, opposite the latter post, twelve miles distant, is BIRTLE, whose ambition is to progress like its neighbours, and further on still to the east, at a

distance of twenty-three miles, is to be found the colony of SHOAL LAKE.

The valley of the Little Saskatchewan is well wooded and very fertile.

Let us now penetrate into the Swan River Valley, part of which is in Manitoba and the rest in the Territories.

SWAN RIVER VALLEY.

Swan river empties in the beautiful lake of the same name, whose length is 14 miles by 5 miles in width, connecting by Shoal river with the large Winnipegosis lake. It almost encloses Porcupine Mountain, which gives birth on the eastern slope to other smaller watercourses, and runs its waters for about 200 miles. To the north-west runs Red Deer river, bordered by thick bush, which empties in lake Winnipegosis, whose principal tributary is the Etomani, also well wooded, and which mingles with the Assiniboine beyond Port Pelley, the latter being the chief post of the Swan river valley. The shores of the Swan and Red Deer rivers are high enough to allow of their being cultivated.

The Duck and Riding Mountains, which rise to the south-east, are as richly wooded as Porcupine Mountain. Heretofore the great obstacle to colonization in these quarters, where the soil and the climate are good, have been periodic floods. When the waters of lakes Winnipegosis and Manitoba submerge the environs, the cultivation of more than one spot becomes impossible; but several places always remain whose elevation protects them against freshets. Should the drainage of the soil ever prove successful, which happy result we hope will soon be attained, this valley, rich in wood and pasturage, will become one of the finest parts of the country. Large salt deposits are to be found on Red Deer, Pine, Water Hen and Shoal rivers, also on Salt Point, Duck Bay and northward of the narrows of lake Manitoba, on the western shore.

Speaking of lakes Manitoba and Winnipegosis, His Lordship Archbishop Taché says in his book already referred to: "These lakes are splendid expanses of water navigable for vessels drawing about ten feet; unfortunately, the channel which connects them and then unites them with the large Winnipeg lake, is not deep enough to carry vessels of great capacity. This is the more to be regretted that without it these lakes would be the most convenient way to penetrate into the west, where the valley of the Saskatchewan is only four or five miles wide. The cutting of this neck of land would offer no serious difficulty; the two lakes which this canal would unite have about the same elevation, and thus all obstacles offered to navigation by the twenty miles which divide Cedar lake from lake Winnipeg would be avoided."

The Government have sent on the spot engineers for the purpose of enlarging the outlets of lakes Manitoba and St. Martin, and thus empty the overflow of their waters in lake Winnipeg. According to these engineers, about 700,000 acres of land are submerged by lakes Winnipegosis and Manitoba on the two shores, on Water Hen river which unites them, and St. Martin lake.

To the south of lake Manitoba runs the White Mud river, which waters a small fertile valley where establishments have been located since a few years.

The western limit of Manitoba, situated between the 101st and 102nd meridians, cuts Porcupine Mountain in two and then runs due east, south of Red Deer river—traversing lakes Winnipegosis and Winnipeg—to the yet undefined limits of Ontario.

We here leave Manitoba to enter the North-West Territories, wherein several other provinces will soon be organized: it is consequently important to study these vast regions which are settling rapidly.

SOURIS AND QU'APPELLE RIVERS VALLEY.

Everybody praises the beauty and richness of the valley of the Qu'Appelle river, the principal tributary of the Assiniboine, whose length is about 250 miles, and "the enlargement of which forms eight lakes where the best quality of white fish abounds." It has its source not far from the elbow of the southern Saskatchewan, and its mouth near Fort Ellice. It is asserted that the early frosts of August or September have never damaged the crops in that section.

The distance from Winnipeg to Fort Qu'Appelle is 360 miles. It is proposed to divide into town lots part of the eastern shore of the lake.

To the north of the lakes, forming almost a half circle, rise the Pheasant, File, Touchwood and Beaver Hills and Last Mountain, where game is plentiful. Wood is abundant and also found along the Qu'Appelle and its tributaries on both shores.

The valley of the Souris river, another tributary of the Assiniboine where it empties south east of Brandon, and which receives the waters of the Moose Mountain and of "Le Grand Coteau du Missouri," is being settled rapidly. The soil, with the exception of certain gravelly, barren or marshy spots, is excellent. Wood cannot easily be obtained everywhere, but the Moose Mountain contains a vast quantity thereof; moreover, large coal deposits are to be found.

As is well known, the Syndicate intend building at once a branch line which will run as far as the limit of the coal region, about 170 miles south-west of Brandon. It is calculated that the

Souris and Qu'Appelle valleys contain 50,000,000 acres of good arable land.

To the west of the sources of the Souris river—beyond "Grand Coteau du Missouri"—rises the Wood Mountain on the boundary line, and farther still Cypress Hills, about thirty miles north of the international boundary line. Those mountains are covered with cypress, pine, tamarac and poplar.

Swift Current Creek and Cotton Wood Creek, which descend from the Cypress Mountain and run, the first to the north-east, and the second to the south-east, are also well wooded.

We learn that a powerful Canadian Company, with a capital of \$600,000, has recently purchased 64,000 acres of land to cultivate wheat in the valley of the Qu'Appelle. This very summer several thousand acres are to be ploughed. The far-famed Dalrymple farm, in Minnesota, will soon be eclipsed.

SASKATCHEWAN RIVER VALLEY.

The immense valley watered by the Saskatchewan river is capable of nourishing millions of inhabitants. Its richness and extent is the admiration and astonishment of all. The grand river is divided into two arms, whose source is at a small distance one from the other, at the foot of the Rocky Mountains, between 49° and 53°, and extend, the first to the north for 772½ miles, and the second, to the south, on a line 810 miles long, reuniting into one at 282 miles from lake Winnipeg, into which the Saskatchewan empties. Our Canadian *Voyageurs* knew the Saskatchewan of the north under the name of *Rivière du Pas*, and the Saskatchewan of the south under the name of *Fourche des Gros Ventres*, now called Belly river. The greatest distance dividing them is 300 miles. Three large rivers form the sources of the southern arm: Red Deer river, which swells in its course with the waters of the large Buffalo lake; Belly river, which mingles with the Saskatchewan of the south, at the point of intersection of the 51st latitude and 109° 30" longitude; and lastly the Bow river, which mingles its waters with those of the Belly river about the 112th longitude. It is in the region traversed by these watercourses and their numerous tributaries—well stocked with fish—where are found the ranches or pasturage grounds already spoken of. Nothing is better adapted to cattle raising than those large plains covered with the richest of grasses, and are abundantly watered.

Rev. John MacDougall, of the Morley Mission, furnishes the following points respecting the Bow river country:

The Bow river section comprises an immense stretch of country, being from the boundary line northward some 275 miles wide, and from the mountains eastward between 300 and 400 miles long.

This southwest corner of the Great Lone Land is one of the best watered countries in the world. An infinitude of perennial streams flow from an inexhaustible supply in the mountains. Fresh water springs and pebbly-bottomed brooks abound, and the resources of the Bow river district with regard to timber are not small; the valleys of the mountains to the west are more or less full of timber, and as most of the streams run from a long distance in the mountains, these streams will be the means of transport down through the immense eastern slopes which comprise the prairie sections. In connection with the timber, coal is to be found on all the principal rivers, thus insuring an immediate home supply of fuel. The quantity and quality of this have been described by experts as "immense and excellent."

Then as to the agricultural capabilities of this district. These we may really say are as yet untested. The only man we know of who has for the last five years attempted farming and attended to his business (we speak of John Glenn, of Fish Creek) has as a result made money rapidly. No doubt in the near future thousands with like effort will reach like results. At any rate we have, on every hand, a luxuriant natural growth, which speaks volumes for the soil from which it springs.

But it is in the capacity of a great stock range that the Bow river country excels. In many localities, westerly or "Chinook" winds from the Pacific so moderate and affect the climate that snow does not lie on the ground any time. "But," says some one, "what about those fearfully cold snaps when the temperature runs down to 40 below zero and further? How can cattle, in such times, live out and gather their own fodder?" Well, let us try and explain how this actually takes place. The atmosphere is dryer than in the eastern provinces, and the cold is not nearly so penetrating. Forty below zero further east would be something terrible, while out here men travel across treeless plains and camp out in the open air at such times without any great inconvenience. And as it is with men, so with cattle and horses. During the most severe cold these feed in the valleys and roam out on the plains and do not seem to mind it. But the chief reason is the wonderfully nutritious properties of the grass upon which they feed. While the long grasses of the eastern plains and provinces, as winter approaches, dry up and wither, those of the western plains and mountain region, being shorter and denser in growth, seem to be preserved as hay, and as winter comes on, and all through it, there is a second growth of green grass which forces its way up through the old, and thus this prairie fodder is prepared and seasoned by its own growth, so that the animal feeding thereon, even in the depth of winter, and during severe cold, is warmed and strengthened. And though Providence has specially favored some localities with a combina-

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tion of suitable qualities, yet the whole district, with comparatively little provision in the shape of shelter and fodder, can and will be made into an immense stock growing preserve.

There was a great deal of truth in a statement made last autumn by an experienced person who said: "There are millions of dollars in the pasturage of this country."

An important fact should be noted in this connection: Captain Moore, of Prince Albert—near the forks of the Saskatchewan—says that a herd of cattle brought from Montana had wintered in the field, last year, and were found in capital condition in the spring. The Government have already leased over 700,000 acres of land for pasturages, distributed as follow: 1. The Cochrane Ranch Company, 100,000; 2. Ford Jones, M. P., 100,000; 3. Allan Patrick, 34,171; 4. F. S. Stimson & Co., 100,000; 5. Captain T. D. Milburne, 100,000; 6. J. E. Chipman & Co., 100,000; 7. Gibbs & Morgan, 100,000; 8. J. P. Wiser, M. P., 100,000. Total, 734,171 acres.

We are not yet aware of the full extent of this rich country; some assign to it as much as 90,000,000 acres, and pretend that nearly the whole of this territory is fit for cultivation, besides the numerous coal deposits scattered here and there.

Lord Milton and Dr Cheadle speak of this river in their work as follows:

"The rich prairies of the fertile basin of the Saskatchewan have an alluvial soil of three or five feet in depth and are only awaiting the plough. They provide pasturage without end which in former times fattened innumerable herds of buffaloes as well as domestic flocks.

"The forests, lakes and watercourses present a varied landscape, and from them can be procured timber, fish and wild fowls in great abundance.

"Alas! that this magnificent country, capable of relieving the wants of 20,000,000 people, should be completely neglected. However this rich country is, it might be said, only a short distance from our gold fields in British Columbia."

Between the two arms of the Saskatchewan runs the Battle river, one of its tributaries, which takes its source in a group of lakes situated to the south-west of Edmonton, about the 53rd of latitude. After meandering capriciously for 300 miles across a splendid region, this river empties in the Saskatchewan of the north near Battleford, having run in some places 130 miles away from it.

Another important tributary of the Saskatchewan is the Carrot river, which follows the southern shore from the Birch Hills, sixty miles south of Prince Albert, to the Pas Mission, a distance of 240 miles. It is said that this section of the country contains three million acres of good arable land.

Several important settlements already exist on the shores of the north Saskatchewan. Without mentioning the Pas Mission, situated at the mouth of the Pasquia river—85 miles from lake Winnipeg—nor Cumberland or Fort à la Corne, distant 175 miles one from the other, we may mention : PRINCE ALBERT, on the south shore of the north Saskatchewan, about 35 miles west of the place called the Forks, where both arms of the river unite. The population of Prince Albert is about 600 souls, while the number in the agricultural settlement comprised in the peninsula is from 4,000 to 5,000. A number of houses have last year been built in the village, where merchants, lawyers and medical men are to be found. The people of this colony hope, seeing that it is getting settled rapidly, that it will soon be connected with the railways and become later a great distributing centre for grain, when the locomotive will run as far as Churchill, on the Hudson Bay, a distance of 650 miles. The various churches are here represented. Lastly, PRINCE ALBERT possesses a Lands Office and Registry Office, flour and saw mills, and the yield of wheat, last year, was 100,000 bushels in the colony. Wood abounds on the north shore—principally poplar and pine ;—FORT CARLETON, about fifty miles west of Prince Albert, on the south shore, where a pretty numerous population may be found ;—FORT PITT, more than 150 miles further ;—VICTORIA, a Methodist mission, still further on ;—FORT SASKATCHEWAN, mostly inhabited by French, and where stores, a post office and a Catholic church are to be found ;—EDMONTON, more than 100 miles distant—by the river—from Prince Albert, on the north shore of the Saskatchewan. Encircled by a fertile agricultural district, this post, which is the actual terminus of navigation, must in the near future become very important. The Company have divided into lots the site of the future town, and speculation is already at work. It is known that coal abounds in these quarters, and that the gold washed by the Saskatchewan is found in pretty large quantity. Edmonton has several stores, also two flour mills, four steam mowing machines, and two saw mills. In December and January last, 257,000 lbs of goods, representing a value of \$100,000, were imported into that section ;—ST. ALBERT, nine miles to the north-west of Edmonton, is the episcopal sea of Bishop Grandin. The population is mostly composed of French. This mission is the centre of a prosperous colony, on the Sturgeon river. Churches, schools, orphan asylums, mills, nothing is wanting ;—then BATTLEFORD, situated almost at the confluence of Battle and Saskatchewan rivers, on the south shore of the former. This town is now the capital of the North-West Territories, and will likely remain so until the territories are sub-divided. A newspaper is published there, and nothing is neglected by the citizens to give to their town as much importance as possible.

Now, let us go down the Saskatchewan of the north and ascend its southern arm. The first settlement we find is DUCK LAKE, about forty-five miles south of Prince Albert. The majority of the population, which are French, have a church and a school. Stobart, Eden & Co. also built there a flour mill. Last year, the crops amounted to over 10,000 bushels of wheat, oats, barley, etc. Several miles further on, on the eastern shore, is ST. LAURENT, a colony founded in 1874 by hunters of the prairie—forced to follow the pursuit of agriculture in consequence of the disappearance of the buffalo—to which have been added the recruits coming in every year. There are now about one hundred families, mostly French, who have their church and school. The harvest was plentiful last year.

At the foot of the Rocky Mountains rises MORLEYVILLE, on Bow river, 170 miles north of the boundary;—CALGARY, at the confluence of the latter with the Elbow river;—and FORT McLEOD, a little further south, on the Belly river.

Two rival transportation companies are to run, this summer, on the north Saskatchewan. It is known that steam vessels have this good while been ascending the Saskatchewan as far as Edmonton, 880 miles west of Winnipeg; but the velocity of the current, the shoals and the rapids are as many obstacles which impede navigation. Now that the question of railways is about settled, attention will likely be given to the problem of navigating the western rivers. The subject is well worthy of attention.

The dangers of navigation on the English river or Churchill, and on the great Nelson river, which discharges in Hudson's Bay, as also the aridity of the soil of that cold hunting and fishing country, all intersected with marshes and lakes, dispense us saying any more, as it is specially of colonization that we write here. We will however remark that the valley of the Beaver river, which after running in a line parallel to the south Saskatchewan from Red Deer lake to near Green lake, ascends north to empty its waters in the lake of Ile à la Crosse, offers more than one spot fit for culture.

We may add, before finishing, that a good deal of wood is to be found in the valleys watered by the Red Deer, Belly and Old Man's rivers and the water courses which flow from the Rocky Mountains and also on Porcupine Mountain.

ATHABASKAW RIVER VALLEY.

The country bathed by the Athabaskaw, which empties in the great lake of the same name and also flows from the Rocky Mountains, near Mount Hooker, is enclaved between the Saskatchewan and Peace rivers, and is not all fit for culture. A part only may yield wheat, barley, etc., etc., and the remainder would afford excellent pasturages. What is commonly called the

Thickwood Country is found in that section. The tamarac, birch and aspen are everywhere abundant. The Lesser Slave lake, over forty miles long and thirty wide, to the north, and Red Deer lake, to the south, contribute their waters to it while washing a very fertile region. It is said that a steamer belonging to the North-West Navigation Company will ply during next season on the Athabaskaw, Great Slave and Peace rivers, also on lake Athabaskaw. There is found in the basin of the Athabaskaw—which is navigable to an extent of 180 miles from the lake—coal, sulphur, salt, bitumen, plumbago and iron, some springs of coal tar, petroleum and sulphuric waters, etc., etc.

We will not speak of the giant river, the Mackenzie, which rolls the immense volume of its waters from the Great Slave lake to the North Sea, for it is only susceptible of culture at certain isolated points. In this vast territory, precious above all for its immense fisheries and hunting grounds, are to be found carboniferous bearings, and springs of mineral and bituminous pitch.

PEACE RIVER VALLEY.

Peace river, which takes its source in the Rocky Mountains, above the Athabaskaw, also discharges in the lake of that name. It is navigable for an extent of several hundred miles, rolls sands mixed with gold dust, and waters a splendid region, fit for the production of all kinds of cereals. In drawing a line which would start from the vicinity of Jasper's House, strike the northern extremity of the Lesser Slave lake, then run directly to lake Athabaskaw, and from this latter point to Fort Liard, one would have an idea of the extent of this rich valley. Spring is there no later and winter no earlier than in Manitoba; ploughing even commences about 20th April. No frost is ever experienced there in summer, and the soil is very fertile. Water is everywhere excellent, and the wood becomes thicker as you advance north and east, the prairie unrolling itself especially in the upper part which is bathed by the river. The principal essences are the aspen, white tamarac and poplar. There is also some white birch, but no beech, maple, ash, oak, elm, white or red pine is to be found in the country. The fruits—strawberries, raspberries, blackberries, gooseberries, cherry, blueberries, atoca, etc.—ripen splendidly in these quarters, which are frequented by the buffalo, moose, black bear, cariboo, lynx, beaver, marten, fox, rabbit, and are stocked with aquatic birds, the goose among others.

To sum up, the flora a good deal resembles that of the interior of Ontario and of the prairies, and the following table of the temperature will not fail to interest the reader :

	Latitude North.	Summer.	Spring.	Autumn.	July and August.
Cumberland House.....	53.37	62.62	33.04	32.70	64.25
Fort Simpson	61.51	59.48	26.66	27.34	62.31
Fort Chipewyan	58.42	58.70	22.76	31.89	60.60
Fort William.....	48.24	59.94	39.67	37.80	60.52
Montreal	45.31	67.26	35.03	45.18	68.47
Toronto	43.40	64.43	42.34	46.81	66.51
Temiscaming.....	47.19	65.23	37.58	40.07	66.43
Halifax.....	44.39	61.00	31.67	46.67	66.55
Belleville.. ..	44.10	almost the temperature of Toronto.			
Dunvegan, Peace River.	56.08	means for six summer months.			
Edmonton.....	53.31	39.70
Carleton	52.52	37.70
Winnipeg	49.52	64.76	30.13	35.29	65.32

It will be observed that only a slight difference exists, during spring and summer, between Halifax and other points more than twelve degrees further north; also the temperature of Edmonton, in the spring, is higher than that of Montreal, and that the two months of July and August, during which grains ripen, are about the same from Montreal to Fort Simpson, to the north of the Great Slave lake, on the Mackenzie river.

Wheat grows very well at Fort Vermilion, 58° 24' of latitude on the Peace river; at Fort Liard, 60th of latitude on the river of that name, and even at Fort Simpson, on the Mackenzie, where it is said to ripen four times out of five.

All seems to indicate that this rich valley, which contains deposits of iron, gypsum, sandstone and salt, as also plaster quarries, and which will soon have its railways, will become one of the finest parts of these territories. The valleys of Peace and Athabaskaw rivers are estimated to contain 120,000 square miles.

The Government will have surveys commenced during this summer in the valley of Peace river.

In our first edition, the question was asked: "Now, what might we reasonably predict for the future of the Canadian North-West? Let us imagine, for a moment, those immense territories inhabited by millions of producers and consumers, and flourishing cities springing up here and there on the plains traversed by the railroads and along the courses of water and lakes united by canals: trade and industry put in activity and sustained by enormous agricultural products; the completion of the C. P. Railway

which would permit an easy exportation and intercourse with other countries, and finally (if the project be practicable), the establishing a port at Hudson Bay which would bring Liverpool nearer to us by many hundred miles! In 20 years more, we shall in all probability witness a complete transformation not only in Manitoba, but in the North-West generally."

Two years have scarcely elapsed, and already what then seemed to be a dream is being realized. From all parts of the old and new world emigrants arrive who hasten thither so as not to be pushed too far inland by the invading crowd; the whistle of the locomotive which runs in the prairie will no doubt, this fall, go and awaken the echoes of the Rocky Mountains; villages and towns are building up everywhere as if by magic; numerous powerful companies are organized to construct railways in all directions, to build steamers which will ply on our rivers and lakes, to carry on culture on a large scale and for stock raising, to work the gold, silver and coal mines, the wood of the forests, the turf deposits—to develop colonization and to make of that immense country of the North-West—until yesterday lost in desolation—one of the richest on the globe.

THE INCONVENIENCES TO BE MET WITH.

We have, so far, only spoken favorably, or nearly so, of Manitoba and the North-West; we now have, in order to be just and mislead nobody, to point out certain drawbacks which, as a matter of course, are met with there as well as elsewhere.

EARLY FROSTS.

What we have said of frosts specially applies to Manitoba, However, in certain parts of the territories of the North-West, early frosts sometimes damage the crops.

WOOD AND WATER.

We have said before that wood is scarce in certain parts of the North West, but that, as a compensation, coal and turf abound. We have also to add that the water is not good everywhere; however, it is but the exception.

MOSQUITOES.

These small creatures are there as numerous as they are pricking. Their company is often troublesome, but one soon accustoms himself to it. We have, nevertheless, known people who could not bear it. These were right in leaving the country; for the man who gets frightened by a band of mosquitoes will never have courage enough to lead the life of a hardy pioneer.

BAD ROADS.

After the snow has melted, or after heavy rains, the roads are bad, especially in the low grounds. The Government of Manitoba, which understands the importance of the interests at stake, has undertaken large drainage works all through the province. A considerable grant of money is made every year to that end. The municipalities already established will undoubtedly make it a duty soon to repair the main roads.

STORMS.

Hail storms during the fine season, and snow storms in winter, are by no means very frequent, but they sometimes burst upon the country with extraordinary violence. It is very dangerous, when the storm rages in winter, to venture in the prairies, where the whirling snow and the stifling wind blind the traveller and render him motionless.

PRAIRIE FIRES.

In the North-West they generally pile up in stacks on the prairie, near their dwellings, their hay or grain. But as prairie fires are often occurring, the settler cannot take too much precaution to secure his harvest from the reach of this destructive element. The local laws are very stringent in this matter; they threaten with severe penalty any one who causes fire, whilst they oblige every person to take proper measures to protect their property. By referring to the statute, one can inform himself fully on the subject.

THE GRASSHOPPERS.

Their first appearance in the country was in the year 1818, when they destroyed the harvests for three years in succession. (*) Again, about four years later, this terrible scourge exercised its ravages. We ourselves witnessed of the arrival of the grasshoppers in 1874. Their battalions, which agitated the air, were so dense that the sun was obscured by them, and these destructive insects, when they alighted, covered the land with their moving masses.

This fearful plague, which causes all vegetation to disappear from the soil, is not confined to our territory; it likewise rages in Minnesota, Dakota and other Western States. The grasshoppers disappeared in 1876, and it is not probable that they will soon return.

(*) This plague has disappeared since six years.

THE INDIANS.

There exist many prejudices abroad with respect to the Indians. We ourself received more than one letter when we were in Manitoba, inquiring if it were true that the Red Skins were so numerous and ferocious in those districts. We will make the same reply as we did then, that the Manitoba Indians are settled on reserves and there is no cause to have any dread of them : 1o. Because they are peaceably disposed ; 2o. Because they are not strong enough, numerically speaking, to attempt anything serious against the white population. There are, no doubt, in the Far-West Territory, thousands of Indians, but these tribes wander for the most part many hundred miles distant, are scattered over the forests or plains, and are kept in respect by the mounted police. This military corps, 500 strong, is also charged with the duty of pursuing the traders in intoxicating liquors, and, in a word, cause the law and property to be respected everywhere. It is known that the Government has undertaken to initiate the Indians to civilization, and with this object in view has appointed instructors whose duty it is to teach them to cultivate the land, and to live by their work and their industry.

In fine, the list of inconveniences has nothing to frighten the settler ; on the contrary, it points out in still bolder relief the incalculable advantages offered by that country.

THE ROUTES TO MANITOBA.

It is a subject of great importance to those intending to emigrate that they be correctly informed concerning the principal routes which lead to Manitoba ; therefore we give the following traveller's guide of certain lines from which they can choose :

RAILWAYS.

I

Grand Trunk Railway from to Chicago.
Chicago, Milwaukee and St. Paul Railway from Chicago to St. Paul.
St. Paul, Minneapolis and Manitoba Railway from St. Paul to St. Vincent.
Pembina Branch (C. P. Railway) from St. Vincent to St. Boniface or Winnipeg.
By this route, there are only three changes of trains.

II

Grand Trunk Railway from to Chicago.
Chicago and North-West Railway from Chicago to St. Paul.
St. Paul, Minneapolis and Manitoba Railway from St. Paul to St. Vincent.

Pembina Branch (C. P. Railway) from St. Vincent to St. Boniface or Winnipeg.

By this route, there are only three changes of trains.

III

Grand Trunk Railway from to Detroit.

Michigan Central Railway from Detroit to Chicago.

Chicago, Milwaukee and St. Paul Railway from Chicago to St. Paul.

St. Paul, Minneapolis and Manitoba Railway from St. Paul to St. Vincent.

Pembina Branch (C. P. Railway) from St. Paul to St. Boniface or Winnipeg.

By this route it is necessary to make four changes of trains.

IV

Grand Trunk Railway from to Detroit.

Michigan Central Railway from Detroit to Chicago.

Chicago and North-West Railway from Chicago to St. Paul.

St. Paul, Minneapolis and Manitoba Railway from St. Paul to St. Vincent.

Pembina Branch (C. P. Railway) from St. Vincent to St. Boniface or Winnipeg.

By this route four changes are necessary.

BY RAILWAY AND STEAMBOAT.

V

Grand Trunk Railway from to Sarnia.

North-West Transportation by Lake Steamers from Sarnia to Duluth.

North American Pacific Railway from Duluth to Glyndon.

St. Paul, Minneapolis and Manitoba Railway from Glyndon to St. Vincent.

Pembina Branch from St. Vincent to St. Boniface or Winnipeg.

VI

Grand Trunk Railway from to Toronto.

Northern Railway from Toronto to Collingwood.

Lake Superior Co's Steamers from Collingwood to Duluth.

North American Pacific Railway from Duluth to Glyndon.

St. Paul, Minneapolis and Manitoba Railway from Glyndon to St. Vincent.

Pembina Branch from St. Vincent to St. Boniface or Winnipeg.

It is known that an agreement exists between the Government and certain Companies for the conveyance of emigrants on certain conditions.

The intending settler in Manitoba is advised not to encumber himself with very heavy luggage unless it is absolutely necessary. Cumbersome and heavy articles of furniture such as chairs, stoves, tables, etc., would probably cost as much in transport as they would be worth, and things of this sort can be obtained reasonably in Manitoba. But beds (unfilled), bedding, and clothing of all sorts should be taken. Agricultural implements (which should be of the kind adapted to the country) would be better purchased after arrival; also tools, unless those belonging to special trades.

Sometimes, however, when a settler engages a car specially to take up his effects, he may find it convenient to put everything in, and there is very frequently an economy in this kind of arrangement.

Individual settlers are allowed 150 lbs. weight of luggage, and parties going together may arrange to have their luggage weighed together, and so have the whole averaged, but everything over 150 lbs weight is charged, and this charge, in the case of freight of the kind referred to, is often found to be expensive.

The settler who goes by the lakes will find an officer of the Canadian Government at Duluth. Mr. C. B. Grahame. Mr. Grahame will assist him in bonding his luggage on entering the United States, and otherwise afford him every possible information. The Canadian Government has a large Settlers' Reception House at Duluth, at which immigrants may rest and refresh themselves.

Settlers going by way of the United States railways must see that their personal luggage is examined by the U. S. Customs officers at Port Huron, after crossing the Canadian frontier at Sarnia, and previously that their heavy freight has been bonded.

All intending settlers will obtain either from the Government Immigration Agents, or from the Land Officers, directions as to where to go and how to proceed to select land, if their point of destination is not previously determined.

All settlers are especially advised to look very closely after their luggage and see that it is on the trains or steamboats with them, properly checked. Very great disappointment and loss have often occurred from neglect of this precaution. It is better for the immigrant not to proceed until he knows his luggage is on the train.

EMIGRATION AGENTS.

ENGLAND.

SIR A. T. GALT, Canada's High Commissioner, London,
No 10 Victoria Chambers.

MR. J. COLMER, Private Secretary (above address).

MR. JOHN DYKE, Liverpool, No. 15 Water Street.

SCOTLAND.

MR. THOMAS GRAHAME, Glasgow, No. 40 Enoch Square.

IRELAND.

MR. CHARLES FOY, Belfast, No. 29 Victoria Place.

MR. THOMAS CONNOLLY, Dublin, Northumberland House.

UNITED STATES.

MR. CHARLES LALIME, Worcester, Mass.

All desirous of emigrating from the United States, either of the East or West, should address themselves to the above Agent, who has already, since 1876, directed a strong current of emigration to the North-West.

MR. W. C. B. GRAHAME, Duluth, Minn., Settler's Reception Room.

CANADA.

MR. L. STAFFORD, Point Levis, P. Q.

MR. J. J. DALEY, Montreal, P. Q., Bonaventure Street.

MR. W. J. WILLS, Ottawa, Ontario.

MR. R. MCPHERSON, Kingston, Ont., William Street.

MR. JOHN A. DONALDSON, Toronto, Ont., Strachan Avenue.

MR. JOHN SMITH, Hamilton, Ont.

MR. A. G. SMYTH, London, Ont.

MR. E. CLAY, Halifax, N. S.

MR. SAMUEL GARDNER, St. John, N. B.

MR. JEAN E. TÊTU, Emerson, Man.

On entering the province of Manitoba, the emigrant is always glad to meet with an agent who will wish him a hearty welcome. It is right to state here that Mr. Têtu has neglected nothing to provide for the new comers all possible comfort, and to assist them afterwards in settling themselves on their lands.

MR. W. HESPELER, Winnipeg, Man.

"BEWARE OF AMERICAN AGENTS."

Emigrants have to be put on their guard against unscrupulous agents who are paid to entice them to settle on American territory. These speculators manage to intercept the emigrant at various places such as at Duluth, St. Paul, St. Vincent, the Great Forks and on the Railway trains, and they assert with the greatest effrontery that the Canadian North-West is not suitable to agriculture, but the United States on the other hand offer incomparable attractions, such, we suppose, as the disastrous conflagrations which have devastated the American West, last summer, and the floods which have swept towns and villages all along the Mississippi and Missouri as far as Louisiana, leaving

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nearly 100,000 people without shelter! We have shown what amount of credence can be put in those pretensions. Some, seduced by their fine statements and dazzling promises, allow themselves to be led away, a step which they afterwards regret, but when too late oftentimes to be remedied. The number of dupes, however, is happily inconsiderable. But emigrants should be advised to avoid these agents who make it their occupation to follow them on their journey in order that they may prevent them settling on Canadian soil. People are apt to be deceived by those who profess to pay them great attention with no other motive apparently than that of being obliging and agreeable. But it is not, as they soon find out, the prosperity of the emigrant which they have in view, but their own selfish interests. Being the hired agents of great speculators or of Railway Companies who possess immense tracts of country in the United States which they wish to colonise, they do not hesitate to ruin the future of a family in order to gain their own salary and enrich their patrons. Hence too much precaution cannot be taken in order that emigrants may know how to deal with this class of travellers with whom they may be thrown in contact.

This year, our neighbours will attempt a supreme effort to retain in their midst emigrants crossing the United States. We even read, some time ago, that Mr. Hadwin, a "bonanza farmer of the Red River valley," who travelled through some of the eastern provinces of the Dominion, recently, has been telling the people of Fargo, Dakota, that during his stay in Canada he was pressed on all sides with enquiries about Manitoba and the North-West, and that he is convinced that "there is a vast tide of emigration setting in toward Winnipeg and other points in Manitoba, which is being advertised in every conceivable way and in the most attractive form throughout Canada." He regrets that the Northern Pacific Railway does not send "bummers" as they did before, to follow up the emigration parties and endeavor to induce them to settle in the States. While he was at the Union depot, St. Paul, Mr. Hadwin says that there were "hundreds and hundreds of people filling every nook and corner of that vast building, on their way to Winnipeg and out on the Canada Pacific, and that there was such a cram and jam it was almost impossible to get to the Manitoba train; comparatively few people, however, came out over the Northern Pacific."

To remedy this state of things, the suggestion is made to the business men of Fargo that an organization be perfected by which representative men of the Red River valley could go up and down on the line of the Manitoba road, between Crookstown and St. Vincent, and talk with these people to induce them to turn their attention to this section.

Mr. Hadwin volunteers to put in his time, and, it is said,

"there are other citizens who might be induced to make an effort in this direction."

Some years ago, many stations such as Moorhead and Fisher's Landing, as well as boats and railway cars, especially those connected with the North Pacific, were infested with sharpers who pillaged the simple travellers. These fellows planned under the name of "Three card monte men," an infallible operation for carrying out their object; and the unhappy travellers who were tempted to a game of cards were invariably cheated out of their last penny. It is well to expose these things in order that emigrants may be prevented from falling into the various snares which are laid to entrap them.

Finally, the Yankees, who, as we all know, are very industrious, have imagined another trick—the theft of passage tickets. Mr. W. C. B. Grahame, Canadian Emigration Agent at Duluth, thus complains in his report:

"The railway ticket thieves, at Chicago, have given me infinite trouble, irrespective of the loss of money sustained by my agency. This is how these wretches operate: A well dressed individual, belonging to this gang of thieves, gets in the cars at the moment when a train arrives in Chicago by the suburbs. His quick sight has soon enabled him to distinguish the emigrants, either Canadian or English, from the ordinary passengers. He then presents himself to them as if he were one of the railway officials, calling out: "Travellers bound for Manitoba?" All hurry to answer his call and give him their tickets, which the individual in question asks to see and puts in his pockets, remarking that they must be exchanged for new tickets at Chicago, after which he disappears, to be seen no more than the tickets themselves. The emigrants thus tricked are obliged, on arriving at Chicago, to procure other tickets to continue their journey, which sometimes they have not the means of paying for."

Again we say: Be on your guard!

A LAST WORD TO THE EMIGRANT.

The emigrant should not absent himself longer than six months from his homestead, without leave of the Minister of the Interior. Otherwise, he would be exposed to the loss of his privileges.

He cannot cut wood on his land except for his own personal and exclusive use: the law forbids him to sell wood before having obtained his title to the property.

He will be careful not to purchase any transfer of lots before the agent has recommended the issue of letters-patent, as in such case the transfer would be null and void.

He will at once cause the transfer purchased by him to be registered at the office of the Minister of the Interior, he paying a small fee therefor.

He will avoid settling on lands already claimed, which would cause him to spend his time and money uselessly.

He will purchase no patented lands before having first obtained from the Registry Office and from the sheriff a certificate showing that the property is in no way mortgaged or otherwise encumbered; then he will have his deed registered without delay.

He will furnish proof of the occupation and cultivation of his land, before the local agent, supported by the sworn testimony of two disinterested witnesses, before obtaining his patent.

He may, after having obtained his patent for a first lot, inscribe himself for a second homestead on the same terms.

Finally, he will be bound to claim his right to a homestead within three months after the local agent has been informed of the survey, should he settle on unsurveyed lands, the Government, however, not being held to protect anybody settled on reserves, etc.

It may already be known that land granted by the Government cannot be attached until after the issue of letters-patent. The law of Manitoba also protects the poor settler by exempting from seizure all his farm implements, a certain number of farm stock, the lands which he cultivates—not more than 160 acres—and his buildings. The law is about the same in the North-West Territories.

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(In the case of persons applying for second entry under the _____, the declaration in this affidavit that homestead entry has not previously been obtained is to be omitted.)

I, A. B., do hereby apply on behalf of _____
of _____ for homestead entry under
the provisions of the "*Dominion Lands Act*," 1882, for the
quarter section of section number _____ of the
Township in the _____ Range of the
Meridian.

I, A. B., do solemnly swear (or affirm, as the case may be) that _____ of _____ for whom I am acting herein as agent, is over eighteen years of age, that he has not previously obtained a homestead on Dominion lands, that there is no person residing or having improvements thereon, and that the application is made for the exclusive use and benefit of the said _____ and with the intention of residing upon and cultivating the said land. So help me God.

DISTANCES.

We believe it will be useful to know approximately the distances dividing the principal places in Manitoba and the Territories. We also publish the last census for 1881.

NORTH OF WINNIPEG.

	Miles.
From Winnipeg to Selkirk	24
“ Gimli, Icelandic Colony	52

SOUTH OF WINNIPEG.

	Miles.
From Winnipeg to St. Agathe	22
“ Morris	36
“ Emerson	65
From Emerson to Mountain City	35
“ Crystal City	85
“ Turtle Mountain (Land Office)	150
“ Souris River	170

EAST OF WINNIPEG.

	Miles.
From Winnipeg to St. Anne des Chènes	30
“ North-West Angle, Wood lake	110
“ Rat Portage	133
“ Thunder Bay	435

WEST OF WINNIPEG.

	Miles.
From Winnipeg to Bay St. Paul	30
“ (Lak Manitoba) St. Laurent	60
“ <i>via Pacific</i> to Portage la Prairie	54
“ “ Brandon	133
“ <i>via Brandon</i> to Minnedosa	170
“ “ Birtle	215
“ “ Fort Ellice	230
“ to Fort Qu'Appelle	360
“ Calgary, Rocky Mountains	800
“ Edmonton, north	880

PROVINCE OF MANITOBA.

POPULATION OF THE PROVINCE, 65,954.

District No. 183, Selkirk—Population of District .. 12,771

Sub-District	<i>a</i> Assiniboia	Population...	1,548
"	<i>b</i> Kildonan	"	534
"	<i>c</i> Winnipeg	"	7,985
"	<i>d</i> St. Boniface	"	1,283
"	<i>e</i> Springfield	"	1,421

District No. 184, Provencher—Population of District .. 11,496

Sub-District	<i>a</i> Morris, West	Population...	2,526
"	<i>b</i> Emerson, Town	"	977
"	<i>c</i> Emerson	"	1,307
"	<i>d</i> St. Agathe	"	2,360
"	<i>e</i> Laveyrandrie	"	3,293
"	<i>f</i> Cartier	"	1,033

District No. 185, Lisgar—Population of District .. 5,786

Sub-District	<i>a</i> St. Paul	Population...	360
"	<i>b</i> St. Clement	"	1,485
"	<i>c</i> St. André	"	2,366
"	<i>d</i> Rockwood	"	1,575

District No. 186, Marquette—Population of District .. 19,449

Sub-District	<i>a</i> Gladstone	Population...	883
"	<i>b</i> Westbourne	"	545
"	<i>c</i> Mountain	"	2,206
"	<i>d</i> Burnside	"	1,395
"	<i>e</i> Portage	"	1,834
"	<i>f</i> High Bluff, Poplar Point	"	812
"	<i>g</i> Dufferin,—North	"	1,913
"	<i>h</i> Dufferin,—South	"	4,735
"	<i>i</i> Morris,—West	"	1,947
"	<i>j</i> St. Francois Xavier	"	1,137
"	<i>k</i> Bay St. Paul	"	789
"	<i>l</i> Woodlands	"	1,253

Extension of Manitoba—Population .. 16,452

Comprising sub-districts *b, c, d, e* and *f* of the Territories.

<i>b</i>	Extension East	Population...	4,261
<i>c</i>	" North-East	"	2,411
<i>d</i>	" North-West	"	1,258
<i>e</i>	" West	"	7,017
<i>f</i>	" South-West	"	1,505

TERRITORIES.

District No. 192, Territories—Population of District.....	56,446
Sub-District <i>g</i> Cumberland, north of Manitoba extension	Population...1,255
“ <i>h</i> Qu'Appelle	“ .. 5,241
“ <i>i</i> Wood Mountain.....	“ ...4,552
“ <i>j</i> Prince Albert	“ ...3,236
“ <i>k</i> Battleford	“ ...4,830
“ <i>l</i> Edmonton	“ ...3,126
“ <i>m</i> Bow River.....	“ ...3,275
“ <i>n</i> York Factory.....	“ ... 910
“ <i>o</i> Oxford House.....	“ ... 535
“ <i>p</i> Norway House	“ ... 528
“ <i>q</i> Cumberland, North.....	“ ... 565
“ <i>r</i> Edmonton, North.....	“ ...1,159
“ <i>s</i> Peace River.....	“ ...2,315
“ <i>t</i> Athabaska.....	“ ...8,200
“ <i>u</i> McKenzie.....	“ ...7,303
“ <i>v</i> Rupert's Land, East.....	“ ...4,349
“ <i>w</i> Labrador.....	“ ...1,035
“ <i>x</i> Arctic Coast.....	“ ...4,032

The extent of the Province of Manitoba, as enlarged last year, is about 150,000 miles square.

PUBLIC LANDS IN THE NORTH-WEST.

REGULATIONS.

The following Regulations for the sale and settlement of Dominion Lands in the Province of Manitoba and the North-West Territories shall, on and after the first day of January, 1882, be substituted for the Regulations now in force, bearing date the twenty-fifth day of May, 1881 :

1. The surveyed lands in Manitoba and the North-West Territories shall, for the purpose of these Regulations, be classified as follows:—

CLASS A.—Lands within twenty-four miles of the main line or any branch line of the Canadian Pacific Railway, on either side thereof.

CLASS B.—Lands within twelve miles, on either side, of any projected line of railway (other than the Canadian Pacific Railway), approved by Order in Council published in the *Canada Gazette*:—

CLASS C.—Lands south of the main line of the Canadian Pacific Railway not included in Class A or B.

CLASS D.—Lands other than those in classes A, B, and C.

2. The even-numbered sections in all the foregoing classes are to be held exclusively for homesteads and pre-emptions.

a. Except in Class D, where they may be affected by colonization agreements, as hereinafter provided.

b. Except where it may be necessary out of them to provide wood lots for settlers.

c. Except in cases where the Minister of the Interior, under provisions of the Dominion Lands Acts, may deem it expedient to withdraw certain lands, and sell them at public auction or otherwise deal with them as the Governor-in-Council may direct.

3. The odd-numbered sections in Class A are reserved for the Canadian Pacific Railway Company.

4. The odd numbered sections in Class B and C shall be for sale at \$2.50 per acre, payable at the time of the sale:

a. Except where they have been or may be dealt with otherwise by the Governor-in-Council.

5. The odd-numbered sections in Class D shall be for sale at \$2.00 per acre, payable at time of sale:

a. Except where they have been or may be dealt with otherwise by the Governor-in-Council.

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ged last year,

b. Except lands affected by colonization agreements, as hereinafter provided.

6. Persons who, subsequent to survey, but before the issue of the Order-in-Council of 9th October, 1879, excluding odd-numbered sections from homestead entry, took possession of land in odd-numbered sections by residing on and cultivating the same, shall, if continuing so to occupy them, be permitted to obtain homestead and pre-emption entries as if they were on even-numbered sections.

PRE-EMPTIONS.

7. The prices for pre-emption lots shall be as follow :

For lands in Classes A, B and C, \$2.50 per acre.

For lands in Class D, \$2.00 per acre.

Payments shall be made in one sum at the end of three years from the date of entry, or at such earlier date as a settler may, under the provisions of the Dominion Lands Acts, obtain a patent for the homestead to which such pre-emption lot belongs.

COLONIZATION.

Plan Number One.

8. Agreements may be entered into with any company or persons (hereinafter called the party) to colonize and settle tracts of land on the following conditions :

a. The party applying must satisfy the Government of its good faith and ability to fulfil the stipulations contained in these regulations.

b. The tract of land granted to any party shall be in Class D.

9. The odd-numbered sections within such tract may be sold to the party at \$2 per acre, payable one-fifth in cash at the time of entering into the contract, and the balance in four equal annual instalments from and after that time. The party shall also pay to the Government five cents per acre for the survey of the land purchased by it, the same to be payable in four equal annual instalments at the same time as the instalments of the purchase money. Interest at the rate of six per cent. per annum shall be charged on all past due instalments.

a. The party shall, within five years from the date of the contract, colonize its tract.

b. Such colonization shall consist in placing two settlers on homesteads on each even-numbered section, and also two settlers on each odd numbered section.

c. The party may be secured for advances made to settlers on homesteads according to the provisions of the 10th section of the Act 44 Victoria, Chap. 16 (the Act passed in 1881 to amend the Dominion Lands Acts.)

d. The homestead of 160 acres shall be the property of the settler, and he shall have the right to purchase the pre-emption lot belonging to his homestead at \$2 per acre, payable in one sum at the end of three years from the date of entry, or at such earlier date as he may, under the provisions of the Dominion Lands Acts, obtain a patent for his homestead.

e. When the settler on a homestead does not take entry for the pre-emption lot to which he has a right, the party may within three months after settler's right has elapsed purchase the same at \$2 per acre, payable in cash at the time of purchase.

10. In consideration of having colonized its tract of land in the manner set forth in sub-section *b* of the last preceding clause, the party shall be allowed a rebate of one-half of the original purchase money of the odd-numbered sections in its tract.

a. During each of the five years covered by the contract an enumeration shall be made of the settlers placed by the party in its tract, in accordance with sub-division *b* of clause 9 of these regulations, and for each *bonâ fide* settler so found therein a rebate of one hundred and twenty dollars shall be credited to the party; but the sums so credited shall not, in the aggregate, at any time exceed one hundred and twenty dollars for each *bonâ fide* settler found within the tract, in accordance with said sub-section, at the time of latest enumeration.

b. On the expiration of the five years an enumeration shall be made of the *bonâ fide* settlers on the tract, and if they are found to be as many in number and placed in the manner stipulated for in sub-section *b* of clause 9 of these regulations, a further and final rebate of forty dollars per settler shall be credited to the party, which sum, when added to those previously credited, will amount to one-half of the purchase money of the odd-numbered sections and reduce the price thereof to one dollar per acre. But if it should be found that the full number of settlers required by these regulations are not on the tract, or are not placed in conformity with the said sub-section *b* of clause 9 of these regulations, then, for each settler fewer than the required number, or not placed in conformity with the said sub-sections, the party shall forfeit one hundred and sixty dollars of rebate.

c. If at any time during the existence of the contract the party shall have failed to perform any of the conditions thereof, the Governor-in-Council may cancel the sale of the land purchased by it and deal with the party as may seem meet under the circumstances.

- d. To be entitled to rebate, the party shall furnish to the Minister of the Interior evidence that will satisfy him that the tract has been colonized and settled in accordance with sub-section *b* of clause 9 of these regulations.

Plan Number Two.

11. To encourage settlement by capitalists who may desire to cultivate larger farms than can be purchased where the regulations provide that two settlers shall be placed on each section, agreements may be entered into with any company or person (hereinafter called the party) to colonize and settle tracts of land on the following conditions:

- a. The party applying must satisfy the Government of its good faith and ability to fulfil the stipulations contained in these regulations.
- b. The tract of land granted to any party shall be in Class D.
- c. All the land within the tract may be sold to the party at \$2 per acre, payable in cash at the time of entering into the contract. The party shall, at the same time, pay to the Government five cents per acre for the survey of the land purchased by it.
- d. The party shall, within five years from the date of the contract, colonize the township or townships comprised within its tract.
- e. Such colonization shall consist in placing one hundred and twenty-eight *bonâ fide* settlers within each township.

12. In consideration of having colonized its tract of land in the manner set forth in sub-section *e* of the last preceding clause, the party shall be allowed a rebate of one-half of the original purchase money of its tract.

- a. During each of the five years covered by the contract an enumeration shall be made of the settlers placed by the party in its tract, in accordance with sub-section *e* of clause 11 of these regulations, and, for each *bonâ fide* settler so found therein, a rebate of one hundred and twenty dollars shall be repaid to the party; but the sums so repaid shall not, in the aggregate, at any time exceed one hundred and twenty dollars for each *bonâ fide* settler found within the tract, in accordance with the said sub-section at the time of the latest enumeration.
- b. On the expiration of the five years an enumeration shall be made of the *bonâ fide* settlers placed by the party in its tract, and if they are found to be as many in number and placed in the manner stipulated for in sub-section *e* of clause 11 of these regulations, a further and final rebate of forty dollars per settler shall be repaid, which sum, when added to those previously repaid to the party, will

amount to one-half of the purchase money of its tract and reduce the price thereof to one dollar per acre. But if it should be found that the full number of settlers required by these regulations are not on the tract, or are not placed in conformity with the said sub-section, then, for each settler fewer than the required number or not settled in conformity with the said sub-section, the party shall forfeit one hundred and sixty dollars of rebate.

- e.* To be entitled to rebate, the party shall furnish to the Minister of the Interior evidence that will satisfy him that the tract has been colonized and settled in accordance with sub-section *e* of clause 11 of the regulations.

OFFICIAL NOTICE.

13. The Government shall give notice in the *Canada Gazette* of all agreements entered into for the colonization and settlement of tracts of land under the foregoing plans, in order that the public may respect the rights of the purchasers.

TIMBER FOR SETTLERS.

14. The Minister of the Interior may direct the reservation of any odd or even numbered section having timber upon it, to provide wood for homestead settlers on sections without it; and each such settler may, when the opportunity for so doing exists, purchase a wood lot, not exceeding 20 acres, at the price of \$5 per acre in cash.

15. The Minister of the Interior may grant, under the provisions of the Dominion Lands Acts, licenses to cut timber on lands within surveyed townships. The lands covered by such licenses are thereby withdrawn from homestead and pre-emption entry and from sale.

PASTURAGE LANDS.

16. Under the authority of the Act 44 Victoria, Chap. 16, leases of tracts for grazing purposes may be granted on the following conditions:

- a.* Such leases to be for a period of not exceeding twenty one years, and no single lease shall cover a greater area than 100,000 acres.
- b.* In surveyed territory, the land embraced by the lease shall be described in townships and sections. In unsurveyed territory, the party to whom a lease may be promised shall, before the issue of the lease, cause a survey of the tract to be made, at his own expense, by a Dominion Lands Surveyor, under instructions from the Surveyor-General; and the plan and field note of such survey shall be deposited on record in the Department of the Interior

- c. The lessee shall pay an annual rental at the rate of \$10 for every 1,000 acres embraced by his lease, and shall, within three years from the granting of the lease, place on the tract one head of cattle for every ten acres of land embraced by the lease, and shall during its term maintain cattle thereon in at least that proportion.
- d. After placing the prescribed number of cattle upon the tract leased, the lessee may purchase land within his leasehold for a home farm and corral, paying therefor \$2.00 per acre in cash.
- e. Failure to fulfil any of the conditions of his lease shall subject the lessee to forfeiture thereof.

17. When two or more parties apply for a grazing lease of the same land, tenders shall be invited, and the lease shall be granted to the party offering the highest premium therefor in addition to the rental. The said premium to be paid before the issue of the lease.

GENERAL PROVISIONS.

18. Payments for land may be in cash, scrip, or Police or Military Bounty Warrants.

19. These regulations shall not apply to lands valuable for town plots, or to coal or other mineral lands, or to stone or marble quarries, or to lands having water power thereon; or to sections 11 and 29 in each Township, which are School Lands, or sections 8 and 26, which belong to the Hudson's Bay Company.

By order,

LINDSAY RUSSELL,
Surveyor General.

DEPARTMENT OF THE INTERIOR,
Ottawa, 23rd December, 1881.

CANADIAN PACIFIC RAILWAY COMPANY.

The CANADIAN PACIFIC RAILWAY COMPANY offer lands in the FERTILE BELT of Manitoba and the North-West Territory for sale on certain conditions as to cultivation at

\$2.50 PER ACRE,

Payment to be made one-sixth at time of purchase, and the balance in five annual instalments, with interest at Six per cent.

A REBATE OF \$1.25 PER ACRE

Allowed for cultivation, as described in the Company's Land Regulations.

 **THE LAND GRANT BONDS** 

Of the Company, which can be produced at all the Agencies of the Bank of Montreal, and other Banking Institutions throughout the country, will be

RECEIVED AT TEN PER CENT PREMIUM

On their par value, with interest accrued, on account of and in payment of the purchase money, thus further reducing of the price of the land to the purchaser.

Special arrangements made with Emigration and Land Companies.

For copies of the Land Regulations and other particulars, apply to the Company's Land Commissioner, JOHN McTAVISH, Winnipeg; or to the undersigned.

CHARLES DRINKWATER,

Secretary.
at Montreal.

By order of the Board.